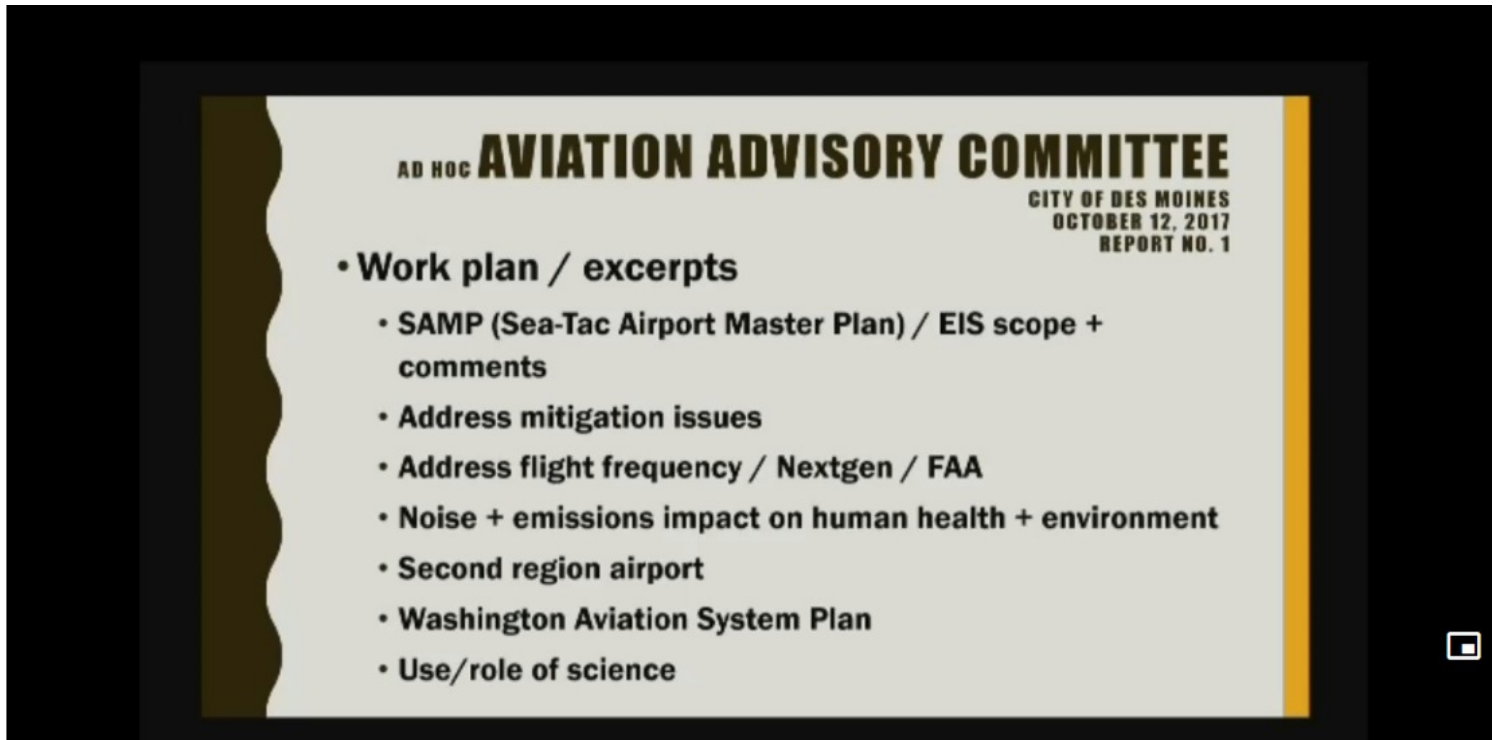


2017 - origins

'Tree cutting' (Flight Corridor Safety Program), ACE grants, SAMP town halls, Larry Cripe, Debi



AD HOC AVIATION ADVISORY COMMITTEE
CITY OF DES MOINES
OCTOBER 12, 2017
REPORT NO. 1

- **Work plan / excerpts**
 - SAMP (Sea-Tac Airport Master Plan) / EIS scope + comments
 - Address mitigation issues
 - Address flight frequency / Nextgen / FAA
 - Noise + emissions impact on human health + environment
 - Second region airport
 - Washington Aviation System Plan
 - Use/role of science

2015-2019

HISTORY

2015-2018

- Port of Seattle completed the Sustainable Airport Master Plan (SAMP)
- Issued Determination of Significance/Scoping Notice and completed scoping for the Near Term Projects (NTP) environmental review

2018

- City of Des Moines entered into an inter-local agreement with the cities of Burien, Normandy Park and SeaTac for coordination on review of the environmental documents
- The four cities contracted with expert consultants to assist with the review
- The combined cities submitted scoping comments and Des Moines also submitted separate comments

2020

- Cities updated the inter-local agreement transferring administration to Des Moines

2021

- Amended consultant contract to extend the date and add funds

- 2015-Port and SeaTac enter into agreement on permitting SAMP projects (like IAF), leading to 2018 ILA
- DNS on EA/SEPA?
- MOV-Up Study
- State 'Commerce/Stantec' meta-study
- PSCAA monitor funding but not sited.
- Kris Johnson Community Impacts study, work-gap analysis
- Port Package Update first stab.

June 2022 update from City of Des Moines

TIMELINE AND PROCESS

Port of Seattle/FAA Original Plan for NTP environmental review:

- ❑ Combined environmental document – SEPA Environmental Impact Statement (EIS) and NEPA Environmental Assessment (EA)
- ❑ Process was to be complete in Winter 2019

Port of Seattle/FAA Current Plan:

- ❑ Issuance of NEPA EA and SEPA EIS as separate documents
- ❑ EA issuance first for public comment – target date was October 2022, now delayed to 2023
- ❑ SEPA EIS will follow at an undetermined date
- ❑ According to the Port, schedule has been delayed by Covid, work load/retirements, updating planning information, agency consultation, need for additional analysis

October 8

Port Commission revises South King County Fund

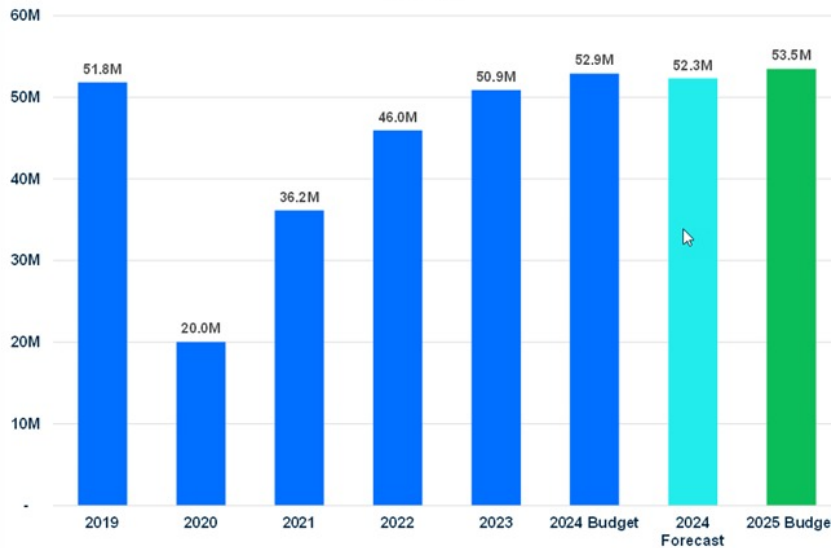
Funded Areas	# Partners	# Projects	Total Funds Committed
Economic Recovery	26	34	\$6,674,591
Environmental	26	43	\$1,422,348
WMBE	N/A	7	\$760,000
Capacity Building (over 4 years)	N/A	N/A	\$400,000
TOTAL	52	84	\$9,256,939

Continued focus on grants, North Sea-Tac Park

Passenger Recovery Forecast

Passengers 2019 - 2026

In millions



	Annual Change	Vs. 2019
2020	-61.3%	-61.3%
2021	80.4%	-30.2%
2022	27.1%	-11.3%
2023	10.7%	-1.8%
2024 F	2.8%	0.9%
2025 B	2.2%	3.2%

2025 Budget is expected to be 3.2% above 2019 passenger level.

2025 – 2029 Preliminary Financial Forecast

In \$000's	Budget 2025	Forecast 2026	Forecast 2027	Forecast 2028	Forecast 2029
Aeronautical Revenue	\$ 568,372	\$ 681,290	\$ 788,739	\$ 845,504	\$ 907,886
Non-Aeronautical Revenue	365,570	385,495	419,572	438,226	443,687
Total Revenue	\$ 933,942	\$ 1,066,785	\$ 1,208,311	\$ 1,283,730	\$ 1,351,573
Operating Expense	562,571	609,651	645,978	687,402	728,219
Net Operating Income	\$ 371,371	\$ 457,133	\$ 562,332	\$ 596,328	\$ 623,354
Net Non-Operating Income/Expense	27,970	30,512	32,343	34,466	36,533
CFC Excess ^(b)	(9,215)	(10,313)	(11,519)	(11,656)	(11,189)
Available for Debt Service	\$ 390,125	\$ 477,333	\$ 583,156	\$ 619,137	\$ 648,699
Gross Debt Service (net of cap i)	\$ 332,325	\$ 385,939	\$ 467,998	\$ 519,053	\$ 564,740
CP Principal & Interest	\$ 6,901	\$ 2,798	\$ 2,798	\$ 2,798	\$ 2,798
CFC Offset	(25,060)	(25,315)	(24,568)	(24,827)	(26,191)
PFC Offset	(100,000)	(100,367)	(100,384)	(104,385)	(104,387)
Net Debt Service	\$ 214,166	\$ 263,055	\$ 343,046	\$ 389,841	\$ 434,162
Net Cash Flow	\$ 175,959	\$ 214,278	\$ 240,110	\$ 229,296	\$ 214,537

- Aeronautical revenues forecast methodology based on existing Signatory Lease Operating Agreement (SLOA) IV which expires on 12/31/2024.
- Average annual net debt service is projected to grow by 20% due to growth in capital expenditures.

Includes other divisions' projects funded by the airport

CFC = Customer Facility Charge
CP = Commercial Paper

PFC = Passenger Facility Charge

061
49

September 15, 2015

Todd Cutts
City of SeaTac
4800 South 188th Street
SeaTac, WA 98188-8605

RE: Letter of Understanding regarding the environmental review of the Sustainable Airport Master Plan

Dear Todd:

Thank you for taking the time to call regarding the Port of Seattle's (Port's), Sea-Tac International Airport, State Environmental Policy Act (SEPA) Threshold Determination for the International Arrivals Facility (IAF) project. I appreciate the opportunity to discuss this directly with you.

It appears we have reached a mutual understanding as follows:

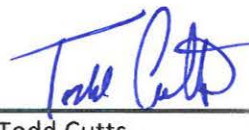
1. The Seattle region's robust economy is resulting in rapid growth. This growth is apparent at Sea-Tac Airport, with passenger growth at 4.7% in 2013, 7.7% in 2014 and potential current project of approximately 12% in 2015. The demographics and economy of the region, as measured by changes in population, employment, and per capita income, are typically the most important factors affecting passenger demand at airports. Population, employment and income are all on the rise, and are growing faster than national averages. As the region grows, so do the needs of the travelling public, which Sea-Tac serves.
2. The airport is currently engaged in an update of the airport's Master Plan. The Sustainable Airport Master Plan (SAMP) will be the blueprint for future airport facilities necessary to serve the growing needs of the travelling public over the next 20 years. One of the first steps of the airport master plan was the preparation of a Forecast of Aviation Activity. The forecast, completed in November 2014, covers the master planning period from 2014-2034 and includes air cargo, aircraft operations and domestic and international passenger projections. As part of the comprehensive forecast of all airport growth, the forecast includes the growth in international traffic that will occur between 2014 and when the proposed IAF opens in 2019, as well as the growth that the IAF is anticipated to accommodate over the remainder of 20 year period. International traffic is approximately 10% of our airport activity, including 4% which connect through Sea-Tac to other destinations.
3. The SAMP will analyze the anticipated future growth in passenger and cargo operations, identify the appropriate capital projects to accommodate that growth, and determine whether mitigation measures are appropriate for those projects. As you know, the SAMP will require environmental review under the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA). In the SAMP environmental review, the Port will be analyzing the impacts of this future growth, including transportation impacts pursuant to those state and federal laws.

4. The Port and the City have been working together on shared use of a transportation model that will be used to inform the City's Transportation Improvement Plan as well as the SAMP. The model includes all the growth anticipated over the 20 year planning horizon – including that associated with international traffic. As the airport proceeds with our master plan, we will identify transportation and other improvements necessary to accommodate future growth and mitigate where necessary.
5. The Port issued a proposed Declaration of Non-Significance (DNS) for the IAF on May 14, 2015. The City submitted extensive comments on June 1, 2015. The Port issued a Final DNS on August 28, 2015. The City considered filing an appeal to said Final DNS in order to obtain responses to their comments.
6. As noted above, the Port's environmental review of the SAMP will conduct a full environmental analysis of the probable environmental impacts of the forecasted growth at Sea-Tac Airport, including international passenger growth. The growth of passengers that will be processed in the IAF and the City's comments on the IAF DNS referenced in paragraph 5., above will be addressed in that environmental review.
7. The City will not file an appeal on the Final DNS for the IAF.
8. This addresses the City's concerns regarding the Port's intention to fully and appropriately assess the transportation and other impacts of all airport growth, including international passenger growth, as part of the environmental review of the Sustainable Airport Master Plan. Our four signatures below will affirm this understanding and bind current and subsequent representatives to these actions.

Sincerely,



Mark M. Reis
 Managing Director, Aviation Division, Port of Seattle



Todd Cutts
 City Manager, City of Sea-Tac



Elizabeth Leavitt
 Director, Aviation Planning & Environmental Programs, Port of Seattle
 Responsible SEPA Official



Joseph Scorcio, AICP
 Director, Community & Economic Development, City of Sea-Tac
 Responsible SEPA Official

- Cc: Port of Seattle Commission
 Ted Fick
 Craig Watson
 Traci Goodwin
 Mary Mirante Bartolo
 City of Sea-Tac City Council

Shared StART Agenda

These are what all parties seem to agree to atm?

1. Effectively implement the Noise Insulation Repair and Replacement Program Amending **RCW 53.54** and the Port District Equity Fund/Grant, to ensure that State regulations and programming are complementary to Federal and Port programs and funding.
2. Secure adequate funding for the continued operations of the Commercial Aviation Work Group (**Second airport**)
3. Sustain **existing** State programs to enhance air quality.
4. Support continued investment in OSPI programs to improve **air quality in schools**. Work with OSPI, Ecology, and any other relevant State agencies to ensure that residences, schools, and other public buildings within near-airport communities have adequate access to **existing** programs.
5. Maintain and expand **Sustainable Aviation Fuel (SAF)** production and use in Washington.

45 minute Goals

- Information sharing. Every presentation will be slightly different.
- Shared EA comment period extension letter to FAA?
 - Almost 5 years since public outreach
 - Challenging budget season for most cities
 - Most cities have had major personnel changes
 - Cyberattack limits access to research beyond legal minimum
- Shared Legislative Agenda
- Consultants? Game plan?
 - Status of ILA next week
 - Local consultants possible but need clear direction before commitment
 - SAMP 'official' site is flawed. 'NTPs will accommodate 56 million passengers and meet the forecasted demand to 2032.' Already past that. Much of SAMP already built and/or permitted. How is that possible?
- How do you get people to care about something besides flight paths and caps?