

A12A Jet Bridge Tenant Reimbursement Agreement

Seattle-Tacoma International Airport

June 22, 2021

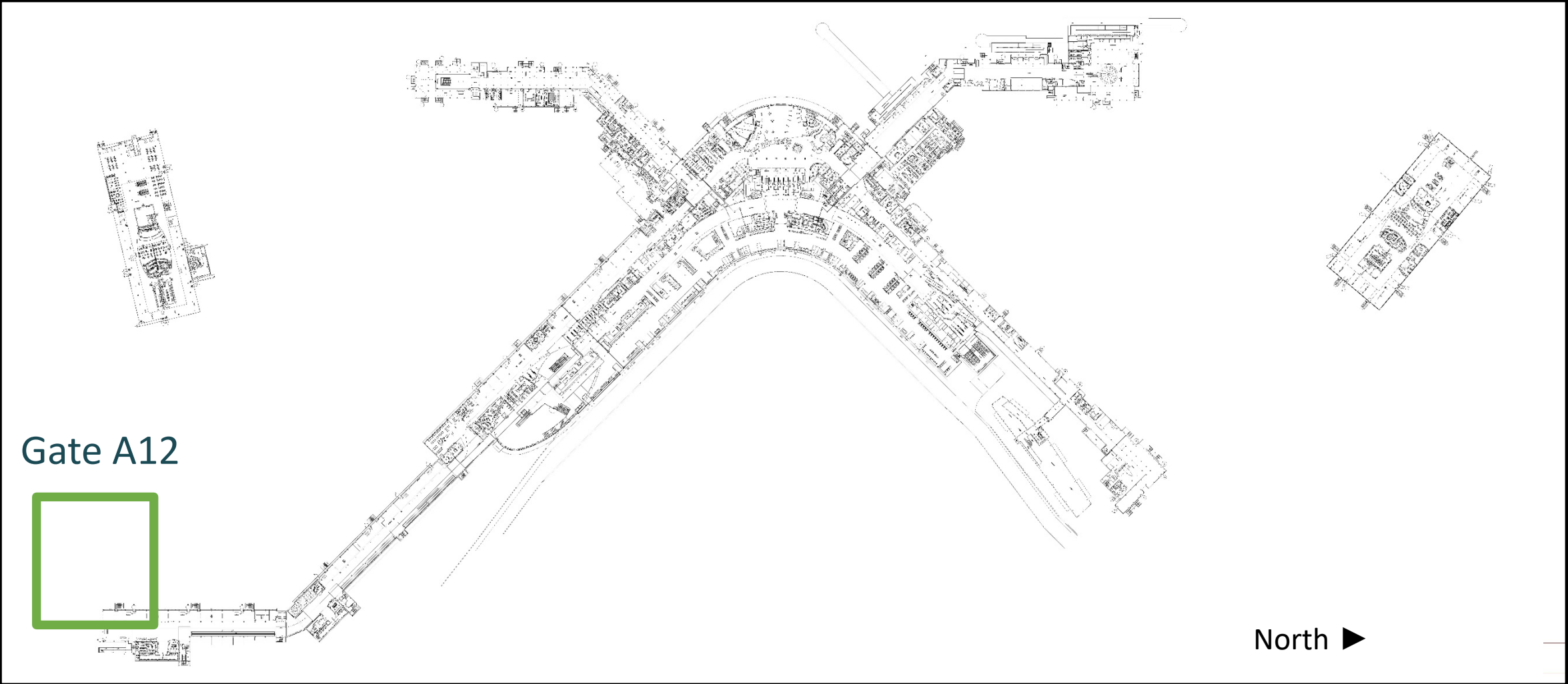
Action Requested

- Execute a Tenant Reimbursement Agreement (TRA) in the amount of \$7,245,000 with Delta Air Lines, Inc. for the design and construction of a new passenger boarding gate at Gate A12A
- Authorize \$2,093,000 of non-tenant reimbursement Port costs associated with this project

Project Summary

- Project will design and construct exterior and interior improvements for two (2) fully functioning passenger boarding gates at Gate A12 (A12A and A12B)
- Provides flexibility to operate two narrow-body aircraft or one wide-body aircraft without expanding the aircraft parking ramp area or concourse building
- Provides the ability to load a single wide-body aircraft with dual PLBs
- The gates can be used for either domestic or international operations

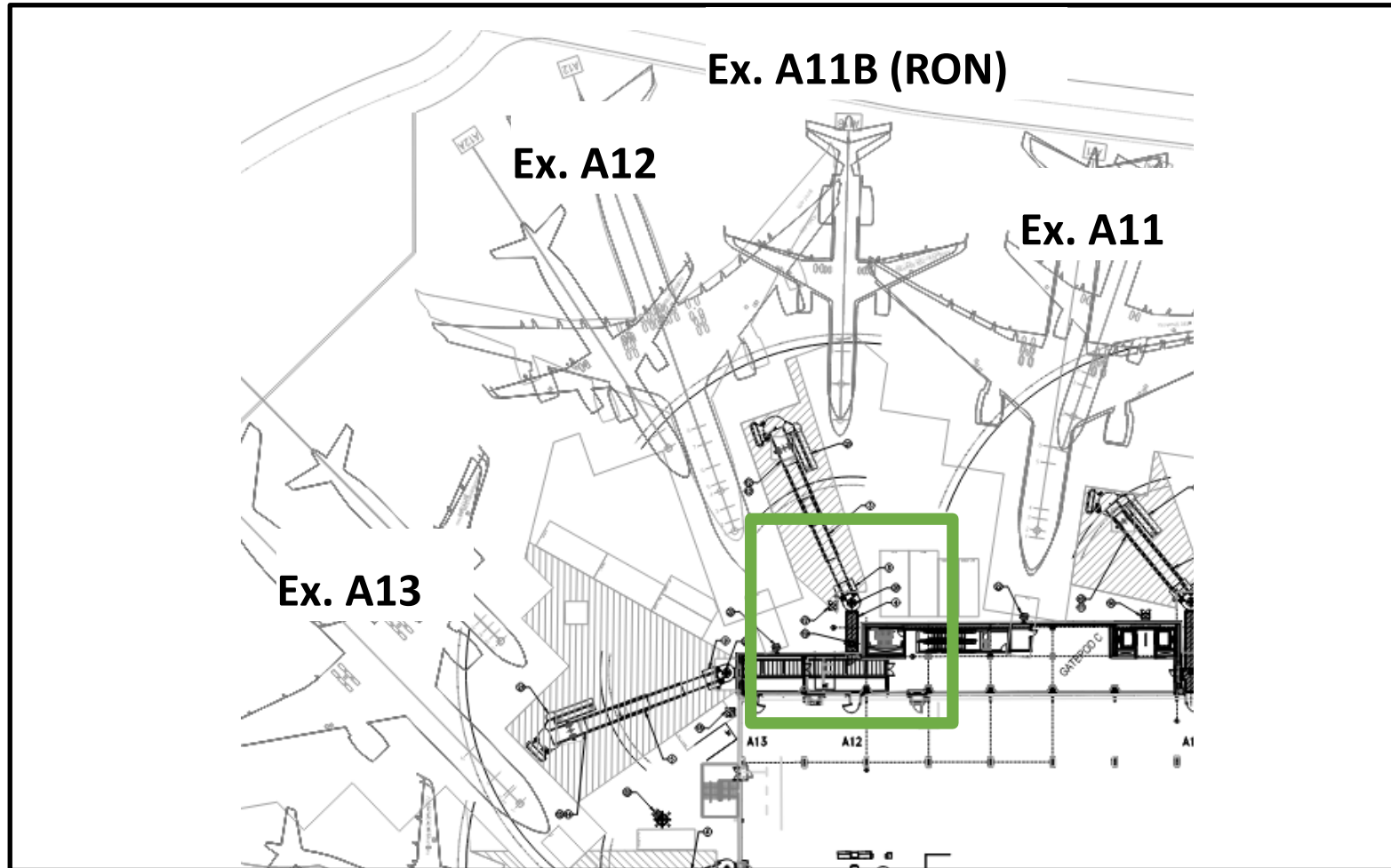
Location – Concourse A



Gate A12

North ►

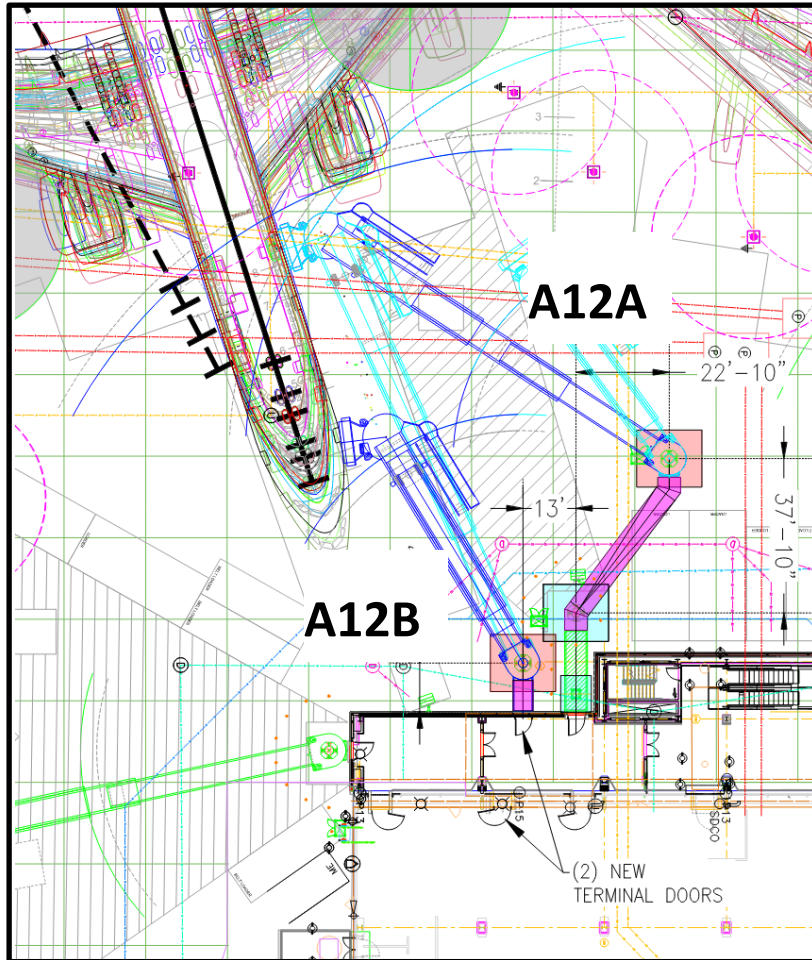
Existing Condition – Concourse A



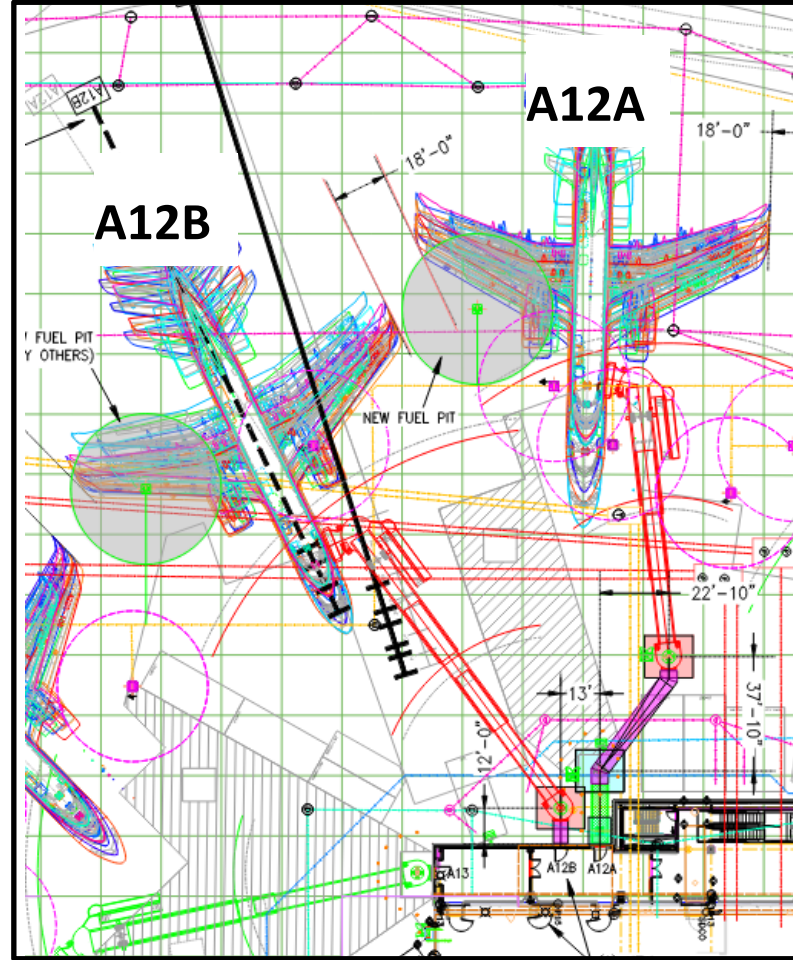
Gate A12, Plan

RON - Remain Over Night, i.e., aircraft parking

New Configuration – Gates A12A & A12B



* Wide body configuration

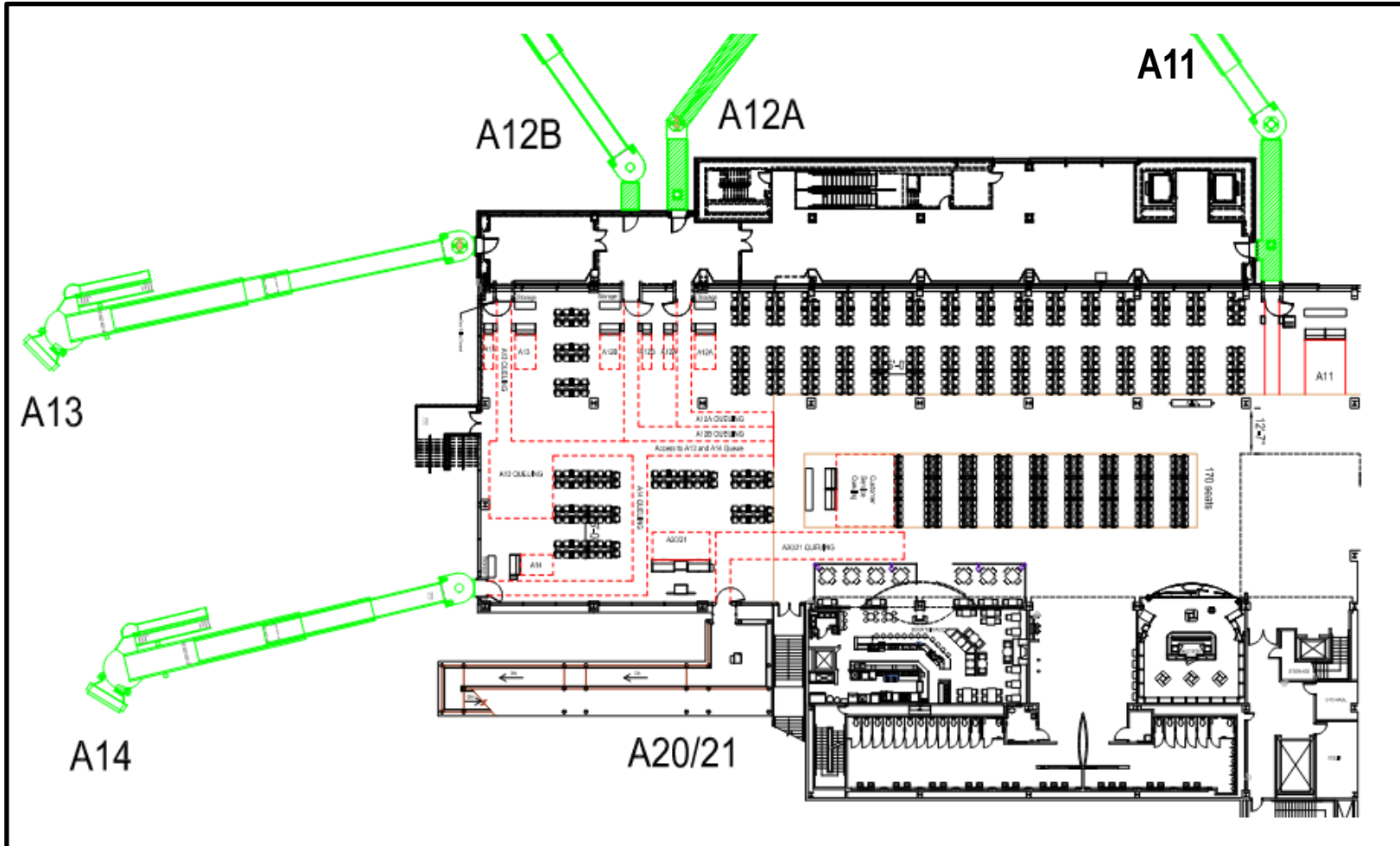


* Narrow body configuration

Exterior Modifications:

- Dual PLBs
- PLB Foundations
- Fixed Walkways
- PC Air
- Ground Power Unit
- Potable Water Cabinet
- Pavement Markings
- SafeDock
- New PLB Portal

New Configuration – Proposed Holdroom Layout



Interior Modifications:

- New IAF Sterile Corridor Gate Portal
- Existing Podiums Relocated
- Voice Paging Re-zoned
- Seating Reconfigured
- Existing Artwork Relocated

Project Schedule

Commission Authorization for Design, Construction and TRA: June 22, 2021

Execute TRA: July 1, 2021

Design: Q3 - Q4 2021

Construction Notice to Proceed: Q1 2022

Substantially Complete: Q2 2022

Closeout complete Q1 2023

Project Estimate

Port Costs:

\$2.18M

- \$2.02M* (capital)
- \$0.16M (expense**)

Delta TRA:

\$7.245M

- \$6.72M (capital)
- \$0.53M (expense**)

Total Port Responsibility:

\$9.425M

- \$8.74M* (capital)
- \$0.69M (expense**)

* Includes future Art Program CIP transfer amount of \$87,000.

** Expense funds are required for the relocation of existing artwork, repositioning of existing casework and relocating the existing A12 PLB to A12B.

Key Risks

Risk	Likelihood	Mitigation
Existing underground utilities conflict with PLB foundation placement.	M	During design: <ul style="list-style-type: none"> • Obtain record drawings and IAF as-builts • Perform site investigation • Use information obtained above to locate foundation • Evaluate spread or drilled footing to avoid utilities
Manufacturer lead time for PLB equipment may exceed planned duration.	H	Confirm lead times immediately following the execution of the TRA. Monitor fabrication and delivery. Proceed with construction only when delivery dates confirmed.
Schedule conflict with other airport project gate closures planned in Q1-Q2 2022.	H	Fast track schedule as possible to complete project prior to other gate closures planned in May 2022. Evaluate impacts of the gate closure when gate scheduling information becomes available. Determine a decision point as project and gate scheduling becomes known.

Questions?