

# North Main Terminal Redevelopment (NMTR) Program

Jeffrey Moken  
Interim Director, Aviation Business and Properties  
Seattle-Tacoma International Airport

Alan Olson  
Capital Project Manager IV  
Aviation Project Management Group



## Requested Action

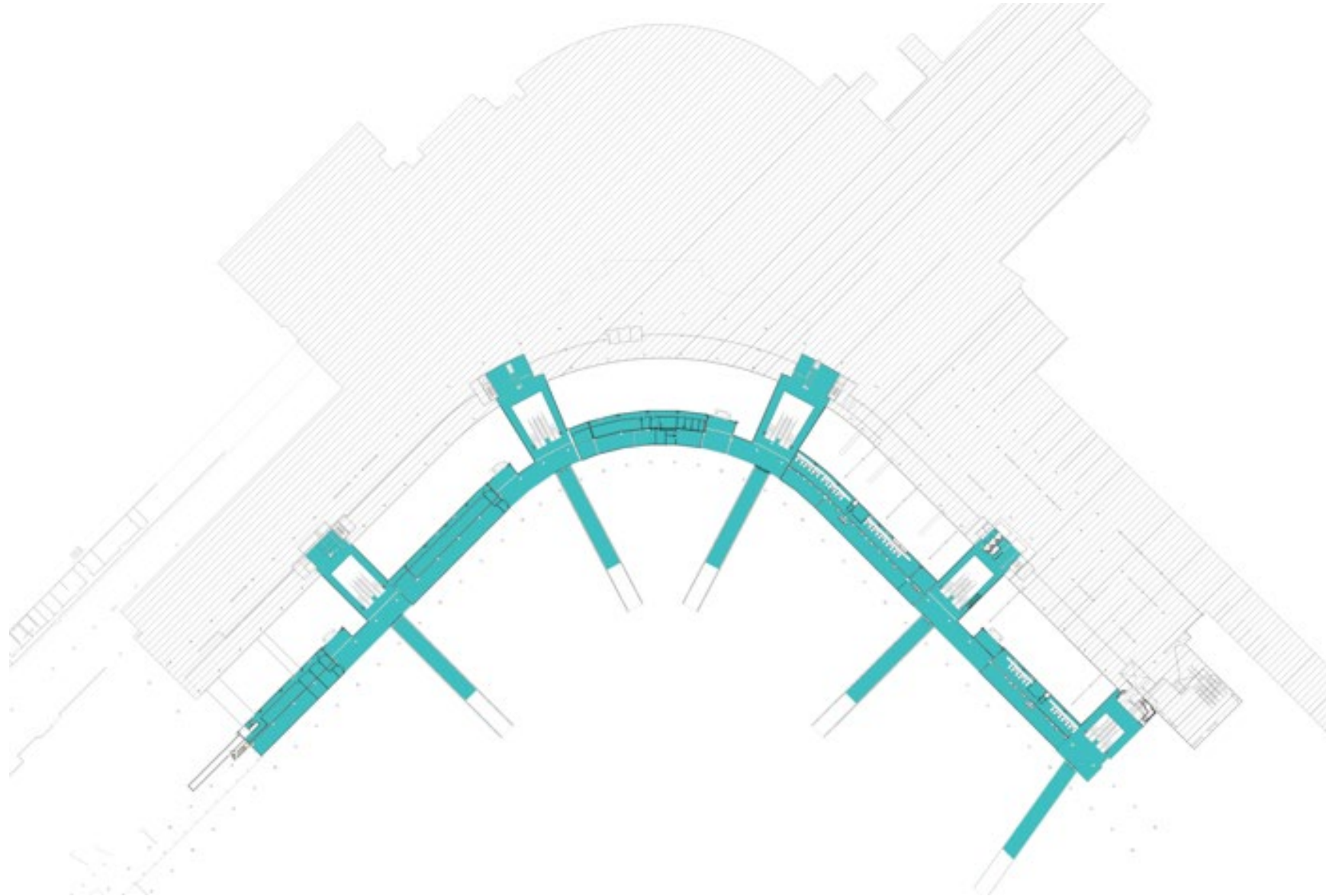
Request Commission authorization for the Executive Director to fund \$149.5 million for construction of the Phase 1 Enabling Work of the North Main Terminal Redevelopment Program at Seattle-Tacoma International Airport, and to execute a third Tenant Reimbursement Agreement with Alaska Airlines, Inc. (Alaska) to complete the Phase 1 construction work.

# Program Background

- Alaska and the Port have been working together on the planning of the North Main Terminal Redevelopment Program (NMTR) scope for a couple of years
- Alaska will design and construct the NMTR Project through a multi-phased Tenant Reimbursement Agreement (TRA)
- The Port anticipates designing and constructing similar improvements in the remaining areas of the Ticketing Level in the coming years



# Phase 1 Area of Work Overview



# NMTR Program Drivers

- Needed renewal and replacement (1980s era)
  - Infrastructure systems
  - Architectural finishes
- Capacity enhancements
  - Security checkpoint expansion and reconfiguration
  - Promenade buildout for relocated ticketing and office space
- Safety enhancements
  - Code upgrades (ADA)
  - Safety enhancements (smoke control)
- Customer service enhancements
  - Open and airy
  - Technology enhancements

# High-Level Scope Summary by Phase

## Phase 1

- Will build out key enabling scope, largely comprised of converting the undeveloped Bridge/Promenade Level into usable space for Alaska and other Port tenants.

## Phase 2

- Will reconfigure the Mezzanine, Ticketing and Baggage Claim Levels at the north end of the Main Terminal to complete code enhancements and significantly improve passenger processing and security screening capacity.

# High-Level Phase 1 Scope Objectives

This division of the scope is advantageous because it:

- Provides a clear 'offramp' decision point at the end of Phase 1 in the event either the Port or Alaska decides not to continue with the Phase 2.
  - Limited elements of Phase 2 work, primarily related to code compliance and the baggage handling and smoke control systems, are also scheduled to take place in Phase 1 to mitigate future operational impacts and control overall project costs.
- Provides fully functional, value-added leasable space, including new check-in and bag drop locations for Alaska on the Promenade if the decision is made not to proceed with the Phase 2 scope of work.

# Proposed Bridge/Promenade Check-In and Bag Drop





# Proposed Future Bridge/Promenade Check-In & Self Bag Drop



# Proposed Baggage Claim Ceiling Treatment



# Proposed Baggage Claim Ceiling Treatment



# Proposed Baggage Claim Ceiling Treatment



# Proposed Exterior View of Bridge/Promenade



# Phase 1 Construction Key Points

- ❖ Construct previously undeveloped Bridge/Promenade Level space to include:
  - Creating additional Alaska passenger check-in and bag drop, together with:
    - New connections to the existing baggage handling system
    - Associated modifications and new finishes to the Baggage Claim ceilings
  - Building out new spaces to accommodate tenants displaced during Phase 2 work
  - Upgrading existing and providing new building systems to meet code requirements
  - Developing mechanical, smoke control, fire suppression and architectural solutions that will be applied throughout the rest of the facility by the Main Terminal Improvements Program, which is currently in the Project Definition phase

# Tenant Reimbursement Agreement (TRA) Plan

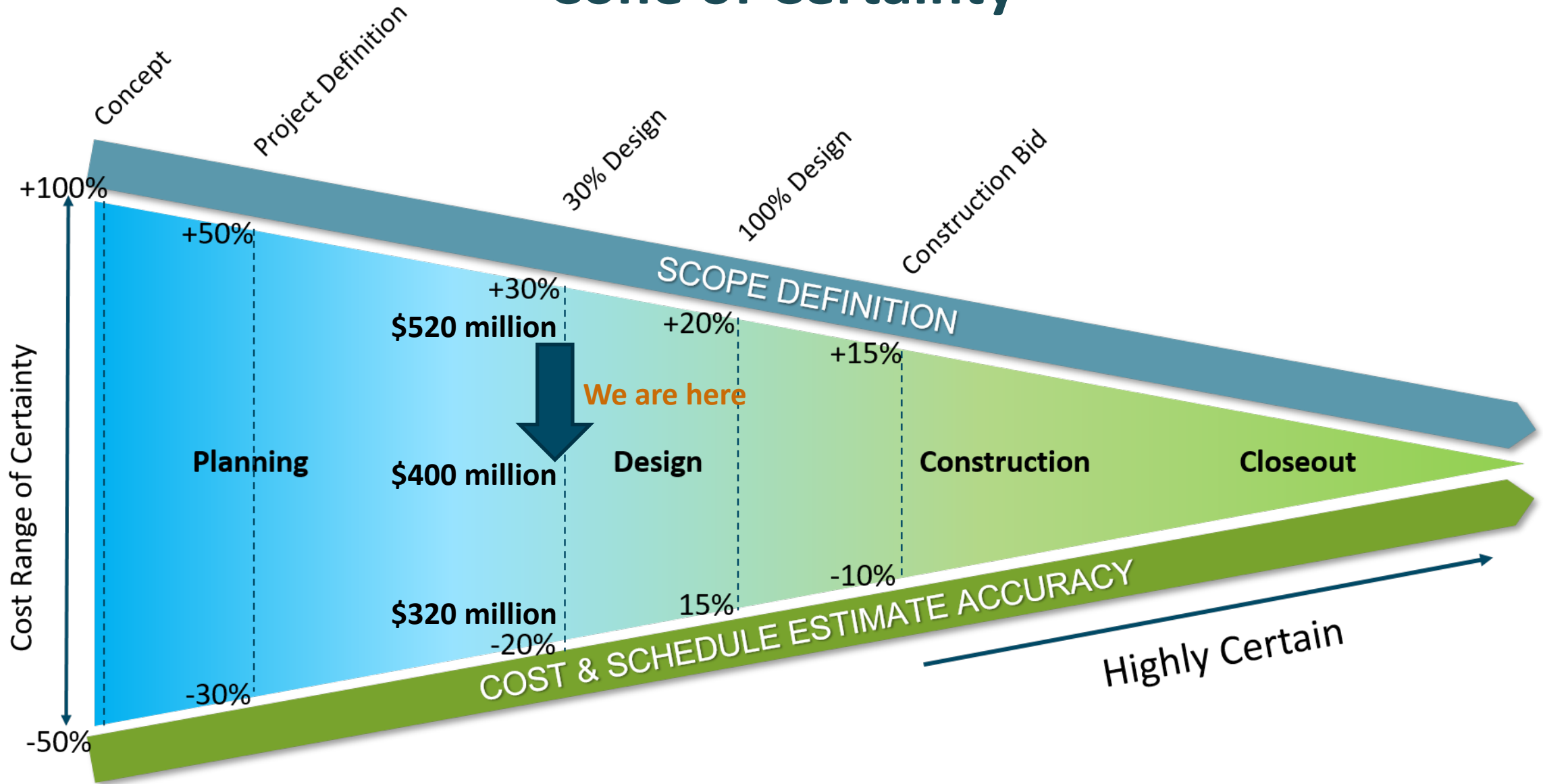
TRA #	Scope	Value	Execution
#1	Project Definition Document & 30% Design	\$10 million	11/05/21
#2	Post 30% full program design	\$21.5 million	12/31/20
#3	Phase 1 construction	\$149.5 million	Q1 2022
#4	Phase 2 construction	\$TBD	Q2/Q3 2022

# Cost Breakdown

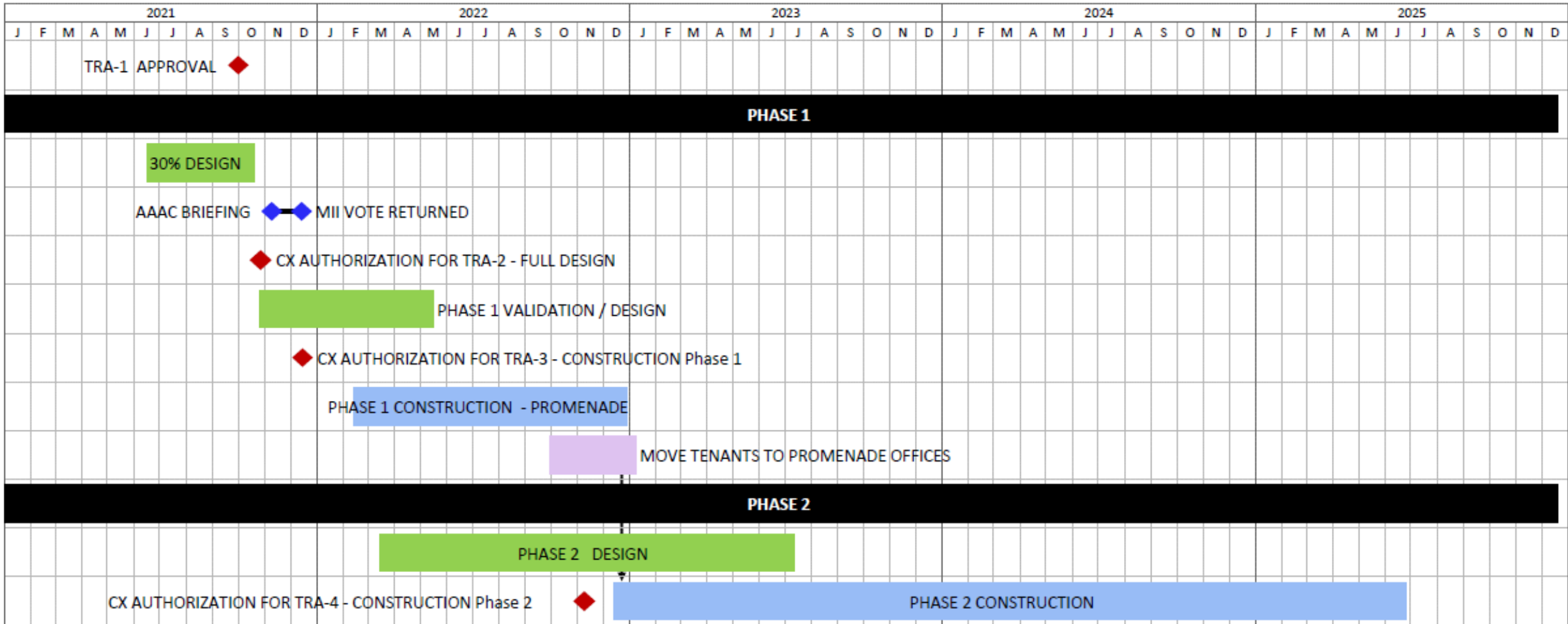
<b><i>Cost Breakdown</i></b>	Previous Requests	This Request	Total to Date
Complete PDD and 30% Design	\$9,000,000	\$0	\$9,000,000
Design – Phases 1 and 2	\$16,900,000	\$0	\$16,900,000
Phase 1 Construction Cost	\$0	\$140,500,000	\$140,500,000
Alaska Soft Cost	\$3,300,000	\$5,200,000	\$8,500,000
Port Soft Cost	\$2,300,000	\$3,800,000	\$6,100,000
<b>Total</b>	<b>\$31,500,000</b>	<b>\$149,500,000</b>	<b>\$181,000,000</b>



# Cone of Certainty



# High Level Schedule



# Program Risks and Mitigation

RISK	DESCRIPTION	MITIGATION PLAN
Conflicts with other major projects	Main Terminal Improvement Program, Terminal Security Enhancements, Main Terminal Low Voltage Upgrades and the Baggage Optimization Program are all taking place in Zones 6 & 7 during the same general timeframe. NMTR will have to closely coordinate with and possibly take on scope from one or more of these projects.	<ul style="list-style-type: none"><li>• Comprehensive construction phasing/impact mitigation plans are being updated at weekly team meetings.</li><li>• Representatives from neighboring projects are design reviewers and included in regular progress update meetings.</li></ul>
Lack of architectural continuity with the rest of the Main Terminal	The architectural elements and finishes selected for NMTR do not harmonize with the rest of the Main Terminal and/or may be too costly to implement in follow on projects.	<ul style="list-style-type: none"><li>• An Architectural Visioning working group of NMTR staff, key Port stakeholders and members of the Main Terminal Improvements team meet weekly to review changes as the design progresses.</li><li>• Port leadership is responsible for reviewing and approving/rejecting these changes.</li></ul>

# Questions

