



**COMMISSION
AGENDA MEMORANDUM**

Item No. 8b

ACTION ITEM

Date of Meeting May 14, 2019

DATE: May 3, 2019

TO: Stephen P. Metruck, Executive Director

FROM: Wendy Reiter, Director Aviation Security
Wayne Grotheer, Director Aviation Project Management

SUBJECT: Airport Terminal Accessibility and Safety Enhancements (TSE) (CIP #C800862)

Amount of this request: \$9,239,000

Total estimated project cost: \$16,116,000

ACTION REQUESTED

Request Commission authorization for the Executive Director to proceed with Phase II of the Airport Terminal Accessibility and Safety Enhancements project at Seattle-Tacoma International Airport for a total estimated project cost of \$16,116,000 and advertise and execute a major works construction contract for the project in the amount of \$9,239,000.

EXECUTIVE SUMMARY

Phase II of the project will install security bollards along the Arrivals and Departures curbsides, as well as the third floor Courtesy Vehicle Plaza and the pedestrian sky bridge entrances in the Main Garage. The installation of these bollards has been identified as a key component of the overall Comprehensive Security Program at the Airport. The project will also complete Americans with Disabilities Act (ADA) access improvements along both the Arrivals and Departures curbsides. These improvements support the Port's goal of making the Airport the most accessible in the nation for people with disabilities.

The project was included in the 2019 – 2023 capital budget with a cost estimate of \$12,941,000. The project scope was recently expanded to include resurfacing of the sidewalks with an architectural treatment on both the Arrivals and Departures curbsides and the Courtesy Vehicle Plaza, resulting in a cost increase of \$3,175,000. This cost increase is subject to a majority-in-interest (MII) vote of signatory airlines, with airline votes due May 20, 2019. If rejected by the airlines, the sidewalk work will be removed resulting in a one-month delay in bid opening to address the change in scope.

JUSTIFICATION

Proceeding with the construction of Phase II of the TSE program will continue to keep the occupants of the Main Terminal safe. These improvements also require ADA compliant access

Meeting Date: May 14, 2019

improvements for disabled travelers on both the Arrivals and Departures curbsides. These improvements support the Port’s goal of making Sea-Tac the most accessible airport in the nation for people with disabilities.

Resurfacing the sidewalks during the TSE Phase II project will take advantage of related work, eliminating the need for a future stand-alone project, significantly reducing the costs to the Port, and lessening the impact to the traveling public since construction would only occur once.

DETAILS

TSE Phase I, the shatter proofing of windows in the Main Terminal and pedestrian sky bridges, is now complete. TSE Phase II originally included the installation of bollards on the Arrivals and Departures curbsides and at the entrances to each of the pedestrian skybridges in the Main Garage. After a security assessment the scope was extended to include the Courtesy Vehicle Plaza in the Main Garage. During the design phase an opportunity was identified to resurface the sidewalks of the Arrivals and Departures curbsides, both nearly 50 years old, and the Courtesy Vehicle Plaza.

Scope of Work

The TSE Phase II project will install bollards and ADA access ramps. The access ramps will be installed at or near to entrances to the Main Terminal from the Arrivals and Departures curbsides. The number of accessible loading zones will increase from two to twelve on the Arrivals curbside, and from three to twelve on the Departures curbside. Bollards will also be installed in the Main Garage at the entrance to each of the six sky bridges, and along the third floor Courtesy Vehicle Plaza. The sidewalks along the Arrivals, Departures, and Courtesy Vehicle Plaza will also be resurfaced.

Diversity in Contracting

Project staff worked with the Diversity in Contracting Department and have established an eight percent women - and minority-owned business enterprise (WMBE) aspirational goal.

Schedule:

The schedule reflects receiving a favorable MII vote to increase scope to include resurfacing of the sidewalks.

Construction start	2019 Quarter 3
In-use date	2020 Quarter 2

Cost Breakdown

	This Request	Total Project
Design	\$0	\$2,465,000
Construction	\$ 9,239,000	\$13,651,000
Total	\$9,239,000	\$16,116,000

Meeting Date: May 14, 2019

ALTERNATIVES AND IMPLICATIONS CONSIDERED

Three options were considered as follows:

Alternative 1 – Do not proceed with TSE Phase II bollards, ADA access ramps and sidewalks

Cost Implications: \$ 0

Pros:

- (1) No capital investment by the Port

Cons:

- (1) Does not increase the safety and security of the occupants of the Main Terminal.
- (2) Does not enhance ADA accessibility at the Main Terminal curbside
- (3) Does not enhance aesthetics of the Main Terminal curbside and Courtesy Vehicle Plaza

This is not the recommended alternative.

Alternative 2 – Proceed with TSE Phase II bollards and ADA access ramps

Cost Implications: \$6,064,000

Pros:

- (1) Proceeding with TSE Phase II will increase the safety and security of the occupants of the Main Terminal.
- (2) The Arrivals and Departures curbsides will become compliant with current ADA standards and helps expedite achieving the Port goal of making the Airport the most accessible airport for people with disabilities in the nation.

Cons:

- (1) Requires capital investment of \$6,064,000 by the Port.
- (2) Does not take advantage of an opportunity to resurface the sidewalks with the TSE Phase II improvements, reducing the total cost of both projects to the Port, and minimizing construction impacts on the traveling public

This is not the recommended alternative.

Alternative 3 – Proceed with TSE Phase II bollards, ADA access ramps and sidewalks.

Cost Implications: \$9,239,000

Pros:

- (1) Proceed with TSE Phase II bollards, ADA access ramps and sidewalks under one project saves an estimated \$3.5 million and reduces the overall construction impacts to the traveling public.
- (2) Proceeding with TSE Phase II will increase the safety and security of the occupants of the Main Terminal.

Meeting Date: May 14, 2019

- (3) The Arrivals and Departures curbsides, and Courtesy Vehicle Plaza, will be resurfaced to provide an aesthetically pleasing treatment that greets passengers as they arrive and depart the Airport.

Cons:

- (1) Requires a greater capital investment of \$9,239,000 by the Port.

This is the recommended alternative.

FINANCIAL IMPLICATIONS

<i>Cost Estimate/Authorization Summary</i>	Capital	Expense	Total
COST ESTIMATE			
Original estimate	\$9,854,000	\$0	\$9,854,000
Previous changes – net	\$2,587,000	\$500,000	\$3,087,000
Current change	\$3,175,000	\$0	\$3,175,000
Revised estimate	\$15,616,000	\$500,000	\$16,116,000
AUTHORIZATION			
Previous authorizations	\$7,279,000	\$500,000	\$6,877,000
Current request for authorization	\$9,239,000	\$0	\$9,239,000
Total authorizations, including this request	\$15,616,000	\$500,000	\$16,116,000
Remaining amount to be authorized	\$0	\$0	\$0

Annual Budget Status and Source of Funds

This project was included in the 2019 – 2023 capital budget and plan of finance with a budget of \$12,641,000. The current budget increase is due to the additional sidewalk resurfacing scope. The budget increase will be transferred from the Aeronautical Allowance CIP (C800753) resulting in no net change to the Aviation capital budget. The funding source will be the Airport Development Fund and future revenue bonds. This project was originally approved by the airlines via the November 2017 Majority-in-Interest vote. However, the budget increase requires a second Majority-in-Interest vote planned for April 2019.

Financial Analysis and Summary

Project cost for analysis	\$16,116,000
Business Unit (BU)	Terminal Building
Effect on business performance (NOI after depreciation)	NOI after depreciation will increase
IRR/NPV (if relevant)	N/A
CPE Impact	\$TBD in 2020

Meeting Date: May 14, 2019

Future Revenues and Expenses (Total cost of ownership)

Port staff does not anticipate a significant change in the on-going operation and maintenance costs associated with these improvements since preventative maintenance is not performed on the security and ADA access improvements. Dependent upon the treatment used to resurface the sidewalks, cement mortar or polymer concrete, the life cycle cost of the cement mortar would require maintenance cost to reseal the sidewalks once within five years of installation to maintain manufacturers' 10-year warranty. Additional costs will be incurred if the improvements are damaged and need to be replaced.

ATTACHMENTS TO THIS REQUEST

- (1) ODO SeaTac Letter of Support
- (2) Presentation slides showing sidewalk resurfacing concept

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

January 30, 2018 – The Commission authorized Design of Phase II of the Airport Terminal Safety Enhancements and Security Improvements.

October 24, 2017 – The Commission authorized Design and Construction of Phase I of the Airport Terminal Safety Enhancements and Security Improvements.