

# Main Terminal Optimization Plan MTO P

Commission Briefing  
July 23, 2019



# The Main Terminal Optimization Plan

## OBJECTIVES

Develop a roadmap that increases the efficiency of the Main Terminal including:

- Address passenger experience issues
- Accommodate growing demand
- Optimize the existing footprint
- Balance the facility
- Leverage existing infrastructure



# Gap Analysis

## CONSIDERATIONS

- Functional area (square footage)
- Operational efficiency (throughput)
- Ability to handle current and future demand
  - Passengers
  - Baggage



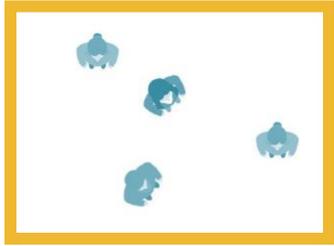
# Gap Analysis

## FUNCTIONAL AREAS

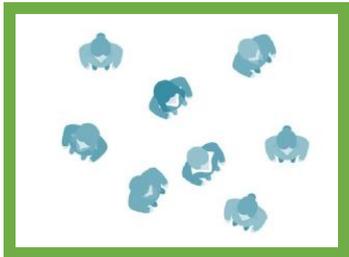
- Screening Checkpoints
- Check In Hall (baggage acceptance points)
- Holdrooms
- Dining & Retail
- Restrooms
- Support Spaces (Airlines, ADR, Port)
- Baggage Claim
- Baggage Screening & Make-Up



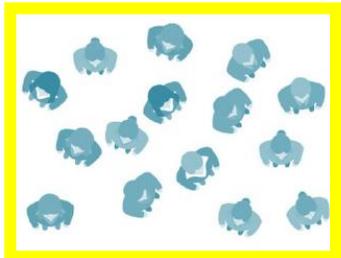
# Level of Service



**Overdesign:** Poor level of service; conditions of either excessive or empty space and over provision of resources; immoderate or unacceptable level of comfort.



**Optimum:** Acceptable level of service; conditions of adequate to above-average space and reasonable to very few delays; good level of comfort.



**Suboptimum:** Unsatisfactory level of service; conditions that provide crowded and uncomfortable spaces and present unacceptable processing and wait times; inadequate level of comfort.

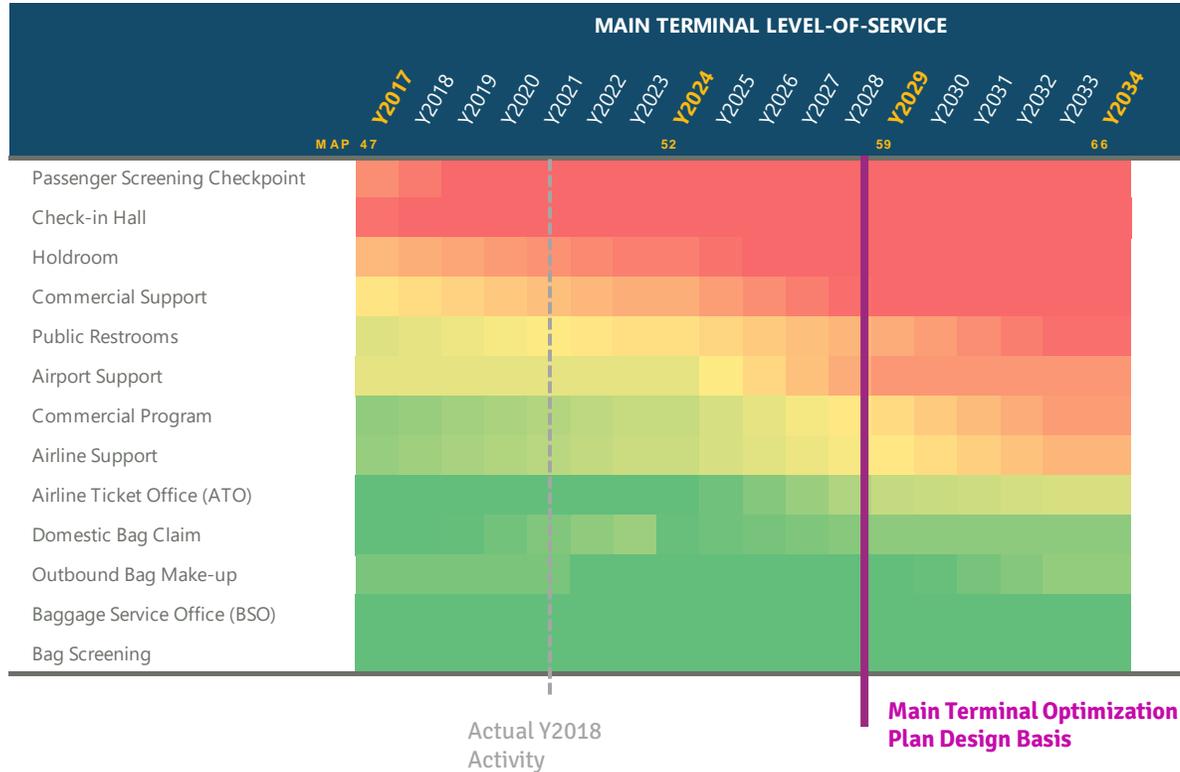
	ARDM 10TH EDITION	ARDM 9TH EDITION	FLAWS	DELAYS	COMFORT
	Over Design	A - Excellent	Free	None	Excellent
	Over Design	B - High	Stable	Very Few	High
Goal	Optimum	C - Good	Stable	Acceptable	Good
	Suboptimum	D - Adequate	Unstable	Passable	Adequate
	Suboptimum	E - Inadequate	Unstable	Unacceptable	Inadequate
	Under-Provided	F - Failure	System Breakdown	System Breakdown	Unacceptable

# Under-Provided at Sea-Tac Airport

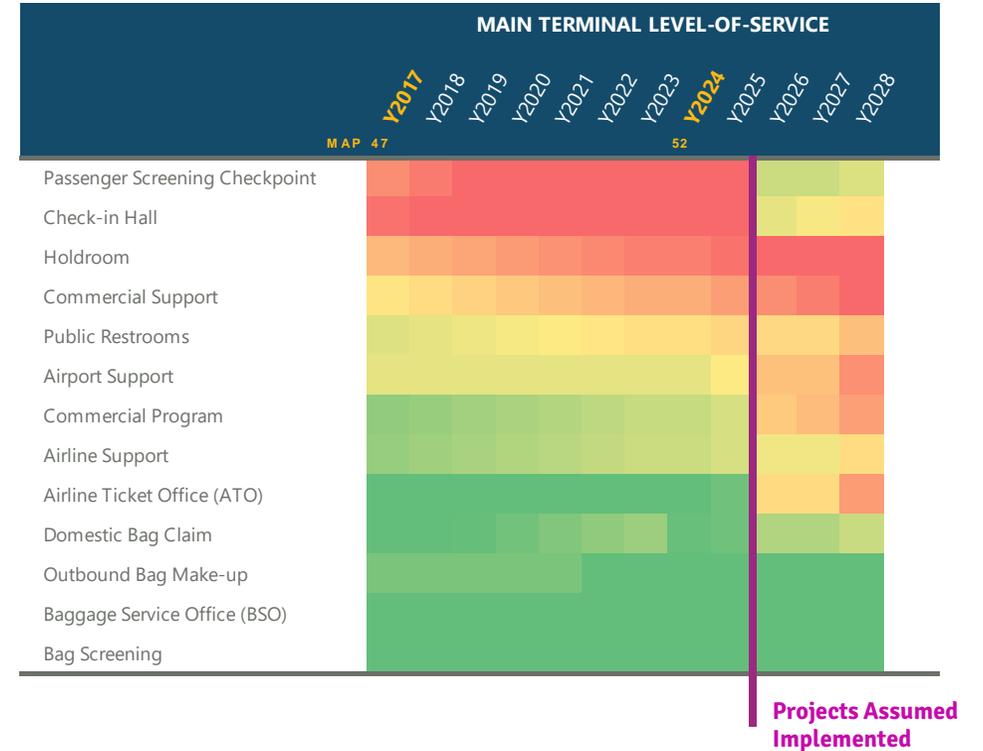


# Forecast Level Of Service Based On Proposed Concepts

## Current and Future Level of Service with No Action



## Future Level of Service Assuming Plan Implemented by 2026



**LEGEND**

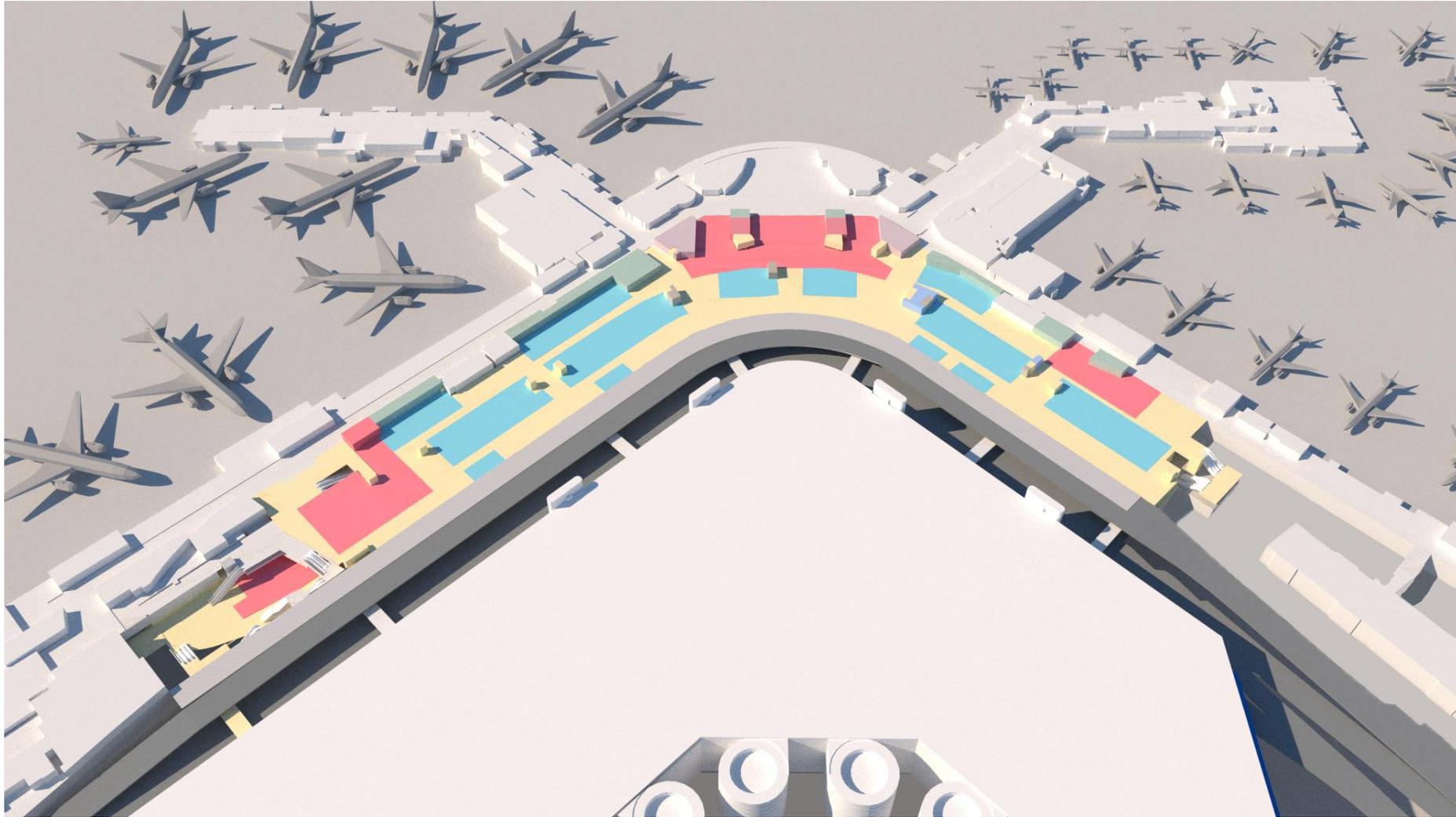
- Optimum: Sufficient space to accommodate necessary functions in a comfortable environment + acceptable waiting times
- Sub-optimum: Crowded and uncomfortable + acceptable waiting times
- Under-provided: Crowded and uncomfortable + unacceptable waiting times

# MTOP STRATEGIC VISION

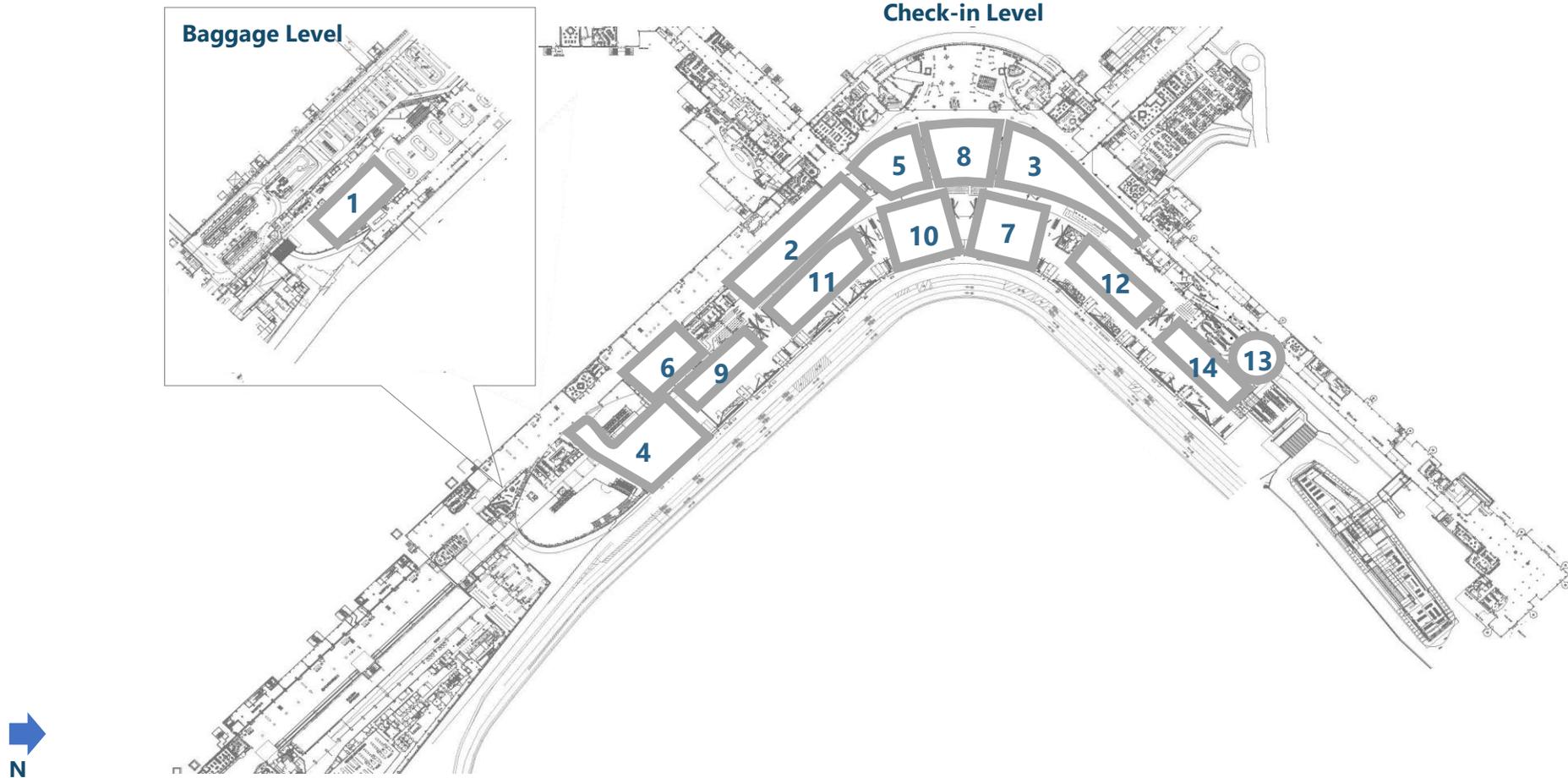
Security  
Checkpoint &  
Queueing

Check-In/  
Baggage  
Acceptance  
Points

Passenger  
Circulation



# IDENTIFIED MTOP PROJECT AREAS



## Project Areas

- |  |  |                                  |
|--|--|----------------------------------|
| 1. Bag Claim Checkpoint (Option A and B)             | 6. South Check-in Hall In-Line Positions | 11. South Check-in Hall - Zone 3 |
| 2. South Check-in Hall - Back Hall In-Line Positions | 7. Center Check-in Hall - Zone 5         | 12. North Check-in Hall - Zone 6 |
| 3. North Central Checkpoint (Option A and B)         | 8. Central Checkpoint                    | 13. North Checkpoint 5           |
| 4. South Checkpoint                                  | 9. South Check-in Hall - Zone 2          | 14. North Check-in Hall - Zone 7 |
| 5. South Central Checkpoint (Option A and B)         | 10. Center Check-in Hall - Zone 4        |                                  |

# NEXT STEPS

1. Checkpoint One Relocation
2. Northern Expansion of Checkpoint Three
3. Promenade Build-Out

## **Commission Next Steps:**

Approval for Checkpoint One Relocation - Project Definition Document (PDD) development funds

Anticipated Q3 2019