



**COMMISSION
AGENDA MEMORANDUM**

Item No. 8g

ACTION ITEM

Date of Meeting August 11, 2026

DATE: August 3, 2026

TO: Stephen P. Metruck, Executive Director

FROM: Sabin Mudaliar, Interim Director, Airport Operations
Eileen Francisco, Director, Aviation Project Management

SUBJECT: Operational Cameras-Bagwell and North Cargo (C801320)

Amount of this request: \$2,801,000

Total estimated project cost: \$3,356,000

ACTION REQUESTED

Request Commission authorization for the Executive Director to take all steps necessary to complete the Operational Cameras Project in non-public areas at Seattle-Tacoma International Airport. This single authorization request is for \$2,801,000 of a total project authorization of \$3,356,000.

EXECUTIVE SUMMARY

The project will improve security camera coverage of non-public, Operational movement areas in the Bagwell and North Cargo areas to increase safety and aid in forensic investigation of incidents and accidents. Work involves a combination of replacing existing cameras, demolishing dedicated electrical lines for new, energy efficient, powered-over-ethernet (POE) cameras and installing new conduit for data lines at nineteen new locations. Approximately 57 new camera views will be created, 38 of which replace existing cameras.

JUSTIFICATION

This project supports the Port's Century Agenda goals related to operational excellence, safety, and environmental and fiscal stewardship by:

- (1) Increasing camera views to provide forensic investigation tools to aid in incident review.
- (2) Identifying opportunities for targeted safety interventions.
- (3) Installing newer lower cost, more efficient POE camera systems.

Meeting Date: August 11, 2026

Diversity in Contracting

The Design firm has established a 25% Diversity in Contracting Commitment, with this total contract utilizing over 50% WMBE participation. Both the Major Works contract and early work carried out via Port forces Small Works will provide additional opportunities. The project team will work with the Diversity in Contracting department to establish additional WMBE goals within the construction phase of the project.

DETAILS

This project will fill gaps in existing camera coverage of operational vehicle movement areas in the Bagwell and North Cargo areas. The Bagwell area is an area under the main terminal and D Concourse where passenger bags are transferred by tugs from plane to baggage handling equipment. Under current conditions the existing cameras are situated to monitor conveyor systems and security doors. New replacements and additions will add views to improve coverage of tug drive lanes and entrances. In the North Cargo area, vehicle delivered cargo is transferred to either cargo airplanes or the holds of passenger planes for Alaska, United, FedEx, and Southwest Airlines among other carriers. Preliminary design has been completed.

These cameras represent a portion of airport camera assets approaching or past warrantee and useful life. A renewal and replacement capital improvement program for cameras and infrastructure is incorporated in the future capital development plan for the Airport.

Scope of Work

Work will include an upgrade to the existing video camera surveillance system in the Bagwell and North Cargo areas by replacing infrastructure and cameras that have exceeded their useful life, no longer providing useful views and are at risk of failure.

Schedule***Activity***

Commission single authorization	2026 Quarter 3
Construction starts	2027 Quarter 3
In-use date	2029 Quarter 1

Cost Breakdown

	This Request	Total Project
Design	\$311,750	\$866,750
Construction	\$2,489,250	2,489,250
Total	\$2,801,000	\$3,356,000

Meeting Date: August 11, 2026

ALTERNATIVES AND IMPLICATIONS CONSIDERED

This project began as an amalgam of two separately scoped projects that had been placed on hold earlier. To match the project scope to its budget, the project team investigated other means of accomplishing its goals, including moving scope to adjacent projects, which did not prove fruitful.

Alternative 1 – Limit work to locations having existing infrastructure.

Cost Implications: Reduce total project cost by \$600,000.

Pros:

- (1) Improvement of all areas in North Cargo, but with 19 fewer locations in Bagwell.
- (2) Re-use of existing infrastructure would reduce construction costs and extend asset life-cycle costs.

Cons:

- (1) Entrances from Ramp into Bagwell would remain uncovered by cameras.

This is not the recommended alternative.

Alternative 2 – Do not proceed with the project.

Cost Implications: Port would expense approximately \$300,000 in project costs and repurpose \$3,256,000 in capital funds for other projects.

Pros:

- (1) Capital funds could be used elsewhere

Cons:

- (1) Gaps in video camera coverage areas would continue.
- (2) Investigations of incidents would remain more difficult without video documentation.

This is not the recommended alternative.

Alternative 3 – Proceed with the project as planned.

Cost Implications:

Pros:

- (1) Provides tools to monitor and address Bagwell traffic safety and efficiency.
- (2) Improves and closes gaps in oversight of North Cargo areas.
- (3) Replaces cameras that have exceeded their useful life and are no longer maintainable.

Cons:

- (1) Ties up capital funds that could be used elsewhere.

This is the recommended alternative.

Meeting Date: August 11, 2026

FINANCIAL IMPLICATIONS

<i>Cost Estimate/Authorization Summary</i>	Capital	Expense	Total
COST ESTIMATE			
Original estimate	\$3,356,000	\$0	\$3,356,000
AUTHORIZATION			
Previous authorizations	\$555,000	\$0	\$555,000
Current request for authorization	\$2,801,000	\$0	\$2,801,000
Total authorizations, including this request	\$3,356,000	\$0	\$3,356,000
Remaining amount to be authorized	\$0	\$0	\$0

Annual Budget Status and Source of Funds

This project, CIP C801320, was included in the 2026-2030 capital budget and plan of finance with a capital budget of \$3,356,000. The project will be funded by the Airport Development Fund.

Financial Analysis and Summary

Project cost for analysis	\$3,356,000
Business Unit (BU)	Baggage
Effect on business performance (NOI after depreciation)	NOI after depreciation will increase due to inclusion of capital (and operating) costs in the airline rate base.
IRR/NPV (if relevant)	N/A
CPE Impact	\$0.01 in 2030

Future Revenues and Expenses (Total cost of ownership)

Recurring hardware license and maintenance costs will be budgeted within the Aviation Maintenance department's operating budget. Majority are replacements and those licenses are already in the budget. Nineteen additional licenses for the new locations will be needed.

ATTACHMENTS TO THIS REQUEST

(1) Presentation

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

None