

# International Arrivals Facility Project Progress Briefing & Actions Ahead

# Briefing Outline

- IAF Project History
  - Why IAF is needed
  - Comparison to other West Coast Arrivals Facilities
  - Short & long term approach to improvements
  - Project funding and accomplishments
  - Schedule over next 6 months
  - Connector contracting
  - Customer service metrics
  - Next steps: July 29 request

# Project History

- Why SEA needs a new IAF
  - Existing facility is outdated, beyond capacity, and provides poor customer service



# Project History

- Comparison to other West Coast Arrivals Facilities



SFO



YVR



LAX

# Project History

- Two Prong Approach - Short and Long Term:
  - Making SSAT short term improvements in existing facility to meet growing customer demands until IAF opens
    - Reconfigure wayfinding
      - graphics, colors, signs
    - HVAC and stanchions
    - 12<sup>th</sup> wide body aircraft gate
    - Ramp and plans for hardstand bussing



# Project History

- Two Prong Approach - Short and Long Term:
  - Long term improvements – develop the IAF
    - 11 Commission briefings and actions since 2010



# Project History

- In July, 2013, Commission authorized \$3.5M
- In March, 2014, Commission authorized \$5M
- Accomplishments in the last 12 months:
  - Validated best and responsive procurement method (PDB)
  - Assembled team (staff, specialty consultant, ATR)
  - Conducted lessons learned effort including visits to other airports and outreach to other public agencies using PDB
  - Completed project planning (including Connector options evaluation)
  - Started cost validation

# Schedule

- Cost validation effort initiated 06/30/2014
- Advertise RFQ for DB Team 07/30/2014
- **Commission update** 08/19/2014
- DB Statement of qualifications due 09/09/2014
- **Commission update** 09/09/2014
- Shortlist 3-5 firms as finalists 10/14/2014
- **Commission update, cost validation** 10/28/2014
- Issue RFP to finalists 10/30/2014
- **Commission update** 11/25/2014
- Select IAF DB Team 01/12/2015
- **Commission update** 01/13/2015



# Connector Contracting

- Benefits of contracting the design and construction of the IAF and Connector together include:
  - Simultaneous coordination of design and construction
  - Management by a single team
  - Allows faster completion for both airlines and travelers
  - Reduces construction coordination and other risks

# IAF Connector Evaluation Criteria

- Passenger Experience
- Capacity/Future Flexibility
- Construction Impacts
- Capital Cost
- Maintenance Cost
- Risk

Evaluation Criteria	Bridge	Tunnel
---------------------	--------	--------

Passenger Experience

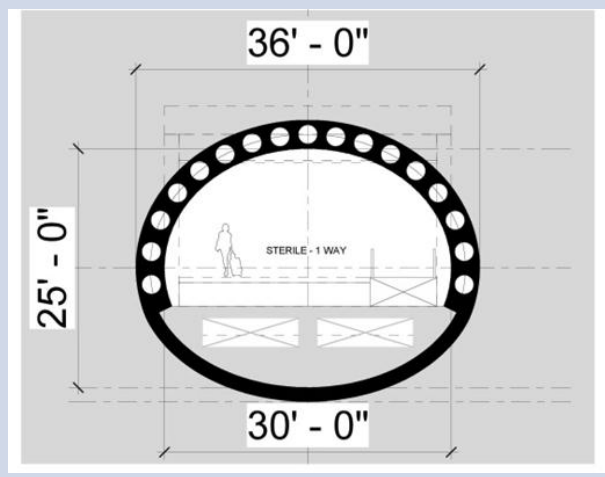
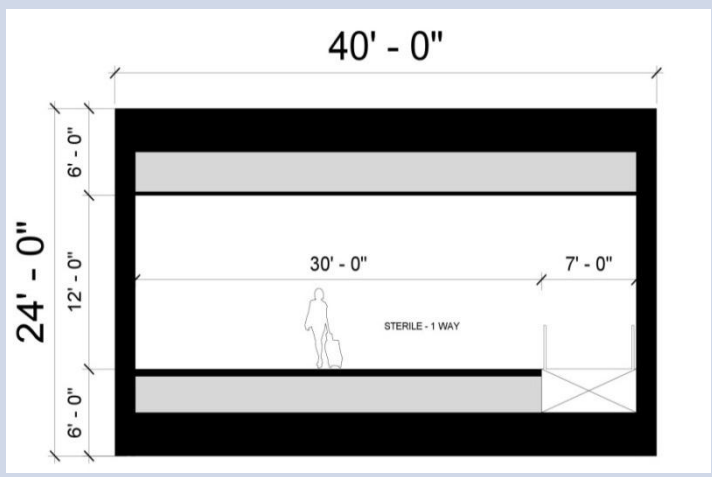
- Natural Light
- Unique views: airfield activity and mountains
- More intuitive way finding


- More lighting necessary
- Interior finishes more important
- More vertical transitions
- Longer passenger route

Capacity/Future Flexibility

- Smaller ramp footprint
- Wider profile allows 2 way passenger flow

- Larger ramp footprint
- Could limit STS expansion



Evaluation Factor	Bridge	Tunnel
Taxi-lane and Gate Impacts	<ul style="list-style-type: none"> <li>• 12 months</li> </ul>	<ul style="list-style-type: none"> <li>• 18 months</li> </ul>
		
Initial Capital Cost	<ul style="list-style-type: none"> <li>• Lower (estimated \$12-17M)</li> </ul>	<ul style="list-style-type: none"> <li>• Higher</li> </ul>
On-going Maintenance Cost	<ul style="list-style-type: none"> <li>• Slightly higher (estimated \$15-30K/yr)</li> </ul>	<ul style="list-style-type: none"> <li>• Slightly lower</li> </ul>

## Evaluation Factor

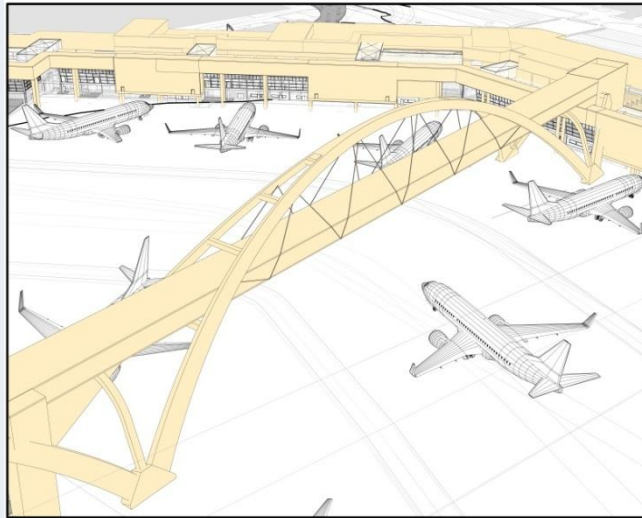
## Bridge

## Tunnel

### Risk

- Scale/Height

- Contaminated/soft soil conditions
- Utilities disruption
- Work under active taxi-lane
- More construction traffic on ramp (soils hauling)



# Summary: Bridge is Best Option

- Passenger Experience
  - Offers a better passenger experience
  - Offers a unique opportunity: image and views
- Capacity/Future Flexibility
  - Yields a smaller footprint
  - Offers opportunity for future two way travel
- Construction Impacts
  - Effects less impact to airport operations
- Capital Cost
  - Is more cost effective
- Maintenance Cost
  - Is minimally more
- Risk
  - Presents less risk

# Customer Service Metrics

Customer Service at Peak	1973	2013	IAF 2018
International Wide-Body Gates:	~4	11	20
Hold on Boards:	0	23	0
Hold in corridors:	0	339	0
Over Ramp Busing – possible times/day:	0	2	0
Lines at “Primary” (Passport Check):	0	Long	Modest
Crowding at baggage			
International Carousels:	0	Extreme	Low
Terminal Carousel:	0	Medium	Low
Double Bag Handing: FIS & Bag Claim:	Yes	Yes	No
STS Train Wait (minutes):	Low	4 (2 <sup>nd</sup> Train)	n/a
Minimum Connect Time (minutes):	n/a	90	75

# Next Steps: July 29, 2014 Action Items

- Authorize procurement of connector as part of the IAF progressive design build contract
- Authorize additional funding of \$16 million for the new IAF
- Advertise a Request for Qualifications to procure a design-build team
- Authorize use of Port crews



# Thank you

