COMMISSION AGENDA

Item No.   5c

Date of Meeting   September 27, 2011

DATE: September 16, 2011

TO: Tay Yoshitani, Chief Executive Officer

FROM: Wayne Grotheer, Director, Aviation Project Management Group
Wendy Reiter, Director, Aviation Security and Emergency Preparedness

SUBJECT: Access Control Door Additions (CIP # C800414).

Amount of This Request: $300,000   **Source of Funds:** Airport Development Fund

Total Project Cost: $1,800,000

ACTION REQUESTED:

Request authorization for the Chief Executive Officer to proceed with design of access control additions for doors at Seattle-Tacoma International Airport (Airport). This authorization is for $300,000 of a total estimated project cost of $1,800,000.

SYNOPSIS:

The Access Control Door Additions Project will increase security at Seattle-Tacoma International Airport by adding biometric access control to thirty-seven doors. Twenty-eight of the doors access aircraft bridges and nine of the doors access terminal mechanical and bag well areas. The new biometric access (security card swipe plus manual code entry with optional fingerprint scan) provides improved security over the existing cipher lock system which is a push-button locking system that permits entry using a four-to-six digit code. The biometric access system will also include intercoms and cameras. It is appropriate to upgrade aircraft bridge doors (and others) as more airlines will be sharing bridges in the future.

BACKGROUND:

The project will install new biometric card readers, and cameras and intercoms at the thirty-seven Airport terminal doors that do not have access control treatment. These points of access are currently controlled with cipher locks, local alarms, and other various mechanical/electronic keys. The new security systems will minimize the potential for unauthorized individuals to gain access to the secure area at the Airport. This project would replace the current security and

control systems at these doors with card readers, security cameras and intercoms to provide more secure access control and to positively identify individuals who pass through these doors.

PROJECT JUSTIFICATION:

These thirty-seven doors today are controlled by cipher/key locks. This project will bring the doors up to the security standards of the rest of the terminal. Additionally, as the D concourse changes to more common use gates, having a standard in place will be of significant assistance for security compliance and customer service support.

PROJECT SCOPE OF WORK AND SCHEDULE:

Scope of Work:

This project will install new biometric card readers, controllers, security cameras, intercoms, and associated wiring and conduit at thirty-seven doors throughout the airport terminal, on concourses B, C, D & A (ramp level), the South Satellite (ramp level) and the North Satellite.

Schedule:

The project schedule is as follows:

- Commission Authorization for Design   September 2011
- Begin Design (In-House)   October, 2011
- Commission Authorization for Construction   February 2012
- Construction start   May 2012
- Construction complete   July 2012

FINANCIAL IMPLICATIONS:

Budget/Authorization Summary:

Original Budget	$1,600,000
Budget Increase (Decrease)	$200,000
Revised Budget	$1,800,000
Previous Authorizations	$0
Current request for authorization	$300,000
Total Authorizations, including this request	$300,000
Remaining budget to be authorized	$1,500,000

Project Cost Breakdown	This Request	Total Project
Construction costs	$ 0	$ 971,000
Port Purchased Equipment	$ 0	$ 223,000
Sales tax	$ 0	$ 108,000
In-house design services	$ 100,000	$ 100,000
Aviation PMG and other soft costs	$ 200,000	$ 398,000
Total	$ 300,000	$1,800,000

Budget Status and Source of Funds

This project (CIP # C800414) was included in the 2011-15 capital budget and plan of finance as a business plan prospective project. The funding source will be the Airport Development Fund.

Financial Analysis

CIP Category	Compliance
Project Type	Health, Safety and Security
Risk adjusted Discount rate	N/A
Key risk factors	N/A
Project cost for analysis	$1,800,000
Business Unit (BU)	Airfield
Effect on business performance	NOI after depreciation will increase.
IRR/NPV	N/A
CPE Impact	CPE will increase by $.01 in 2013, but no change to business plan forecast as this project was included.

Lifecycle Cost and Savings:

The lifecycle cost and savings of this project will be determined as an element of design. There will be annual operating and maintenance cost increases to maintain the system; however, they are not expected to be significant at this time.

ENVIRONMENT AND SUSTAINABILITY:

There are no environmental or sustainability applications related to this project.

STRATEGIC OBJECTIVES:

The project ensures Airport vitality by providing enhanced security and asset renewal at access points, which benefits our passengers and airline partners. The security upgrades will support the

objective of the airport being a leader in transportation security. The biometric access controls will allow our airport partners to have a uniform security plan for all of their gates and this supports the airport objective of being a high performance organization.

TRIPLE BOTTOM LINE SUMMARY:

This project will increase the security and financial performance of the Airport by providing tangible benefits for increased security at the doors that currently do not have these devices and will identify individuals who pass through the secure doors and ultimately reduce time and costs involved with identifying and apprehending individuals who attempt to gain unauthorized access to secure areas. Security access will be simplified with a uniform system throughout the airport. This project helps move the airport forward towards the goal of 100% biometric security access controls. The added security also benefits the travelling public by minimizing accidental delays to flights that can be caused by inadvertent access by airport workers.

ALTERNATIVES CONSIDERED AND THEIR IMPLICATIONS:

Alternative 1: Install new biometric card readers, controllers, CCTV security cameras, intercoms, and associated wiring and conduit at thirty-seven doors throughout the airport terminal, on concourses B, C, D & A (ramp level), the South Satellite (ramp level) and the North Satellite. **This is the recommended alternative**.

Alternative 2: Install only the biometric card reader system, but not the CCTV cameras. This alternative would not provide the ability of security personnel to remotely observe activity at the doors. This is not the recommended alternative.

Alternative 3 (Do Nothing): This results in continued operation with the current security inconsistencies and limits our ability to adequately secure the process with the existing insufficient cipher locks/keys. This is not the recommended alternative.

OTHER DOCUMENTS ASSOCIATED WITH THIS REQUEST:

None.

PREVIOUS COMMISSION ACTION OR BRIEFING:

None.