

**PORT OF SEATTLE**  
**MEMORANDUM**

**COMMISSION AGENDA**  
**ACTION ITEM**

**Item No.** 4d  
**Date of Meeting** January 6, 2015

**DATE:** December 29, 2014  
**TO:** Ted Fick, Chief Executive Officer  
**FROM:** Wayne Grotheer, Director, Aviation Project Management Group  
Wendy Reiter, Director, Aviation Security and Emergency Preparedness  
**SUBJECT:** Security Exit Lane Breach Control-Phase 1 (CIP #C800218)

<b>Amount of This Request:</b>	\$252,000	<b>Source of Funds:</b>	Airport Development Fund
<b>Est. Total Project Cost:</b>	\$1,562,000		
<b>Est. State and Local Taxes:</b>	\$10,000		

**ACTION REQUESTED**

Request Commission authorization for the Chief Executive Officer to increase the project budget for the Security Exit Lane Breach Control Phase 1 project at Seattle-Tacoma International Airport by \$252,000 to install an additional set of doors to the exit lane breach control system and widen the existing emergency bypass lane, for a total cost of \$1,562,000.

**SYNOPSIS**

This project installed an automated security exit lane breach control system at the Concourse B security exit as a pilot project in 2013 to mitigate the potential for a costly security breach and verify the installation in order to move forward with the second phase of the exit lane project. This request is to add an additional set of doors to the exit lane breach control system as recommended by Port security during security testing, and widen the existing first responder bypass lane.

**BACKGROUND**

Security breaches can occur at terminal exits when people enter a secured area through an exit without passing through the security checkpoint. A security breach could require that all people inside the secure area exit and repeat the screening process, which is very costly and disruptive to airline operations and passengers.

This project reduced the risk of a security breach by installing an automated security exit lane breach control system at the Concourse B security exit. The system that is now installed divides the security exit corridor into three short side-by-side hallways or lanes with doors on either end. Arriving passengers exit the secure area of the Airport by approaching any one of the three lanes. Using sensors to detect traffic flow, the system automatically opens the doors of the selected lane

## **COMMISSION AGENDA**

Ted Fick, Chief Executive Officer

December 29, 2014

Page 2 of 4

as passengers approach it from the secure side allowing them passage through the lane and to their destinations. The system would automatically close these same doors to persons approaching the lanes from the non-secure side preventing their passage to the secure area.

During security testing of this system prior to activation, Port staff concluded that a third set of doors would improve the system's security and better reduce the risk of breach. This became the configuration for the exit lanes ordered as part of the phase 2 project. When the Phase 2 system equipment was ordered, the vendor agreed to provide these additional doors for the completed Phase 1 project at no cost to the Port.

This request will add these additional sets of doors to the three lanes of the breach control system, lengthen the exit lanes, and improve security. It will also widen the doors of the first responder bypass lane to facilitate life-safety equipment to pass through for emergency response. With the smaller doors, some police equipment and stretchers cannot currently pass through the bypass lane.

In September 2013, the Port Commission authorized construction of the Phase 2 Security Exit Lane Breach Control project. On May 8, 2014, the Port Commission was notified of work stoppage on the Security Exit Lane Breach Control Phase 2 Project due to unsatisfactory negotiations with the Transportation Security Administration (TSA) over federal funding for this phase of work. Negotiations with the TSA continue. Meanwhile the Phase 2 work remains stopped.

### **PROJECT JUSTIFICATION AND DETAILS**

Completing this work will reduce the threat of security breach.

#### ***Project Objectives***

- Improve the security of the exit lane breach control system at Concourse B and match the standard set for the remaining exits.
- Improve emergency responder access through the bypass corridor. Accommodate police equipment and stretchers.

#### ***Scope of Work***

This project will install additional sets of doors and lengthen the exit lanes at the existing security exit lane breach control system and widen the existing emergency bypass lane at the Concourse B security exit.

#### ***Schedule***

- Delivery of Additional Doors Q4 2014
- Design Start Q1 2015
- Construction Complete Q2 2015

## **COMMISSION AGENDA**

Ted Fick, Chief Executive Officer

December 29, 2014

Page 3 of 4

### **FINANCIAL IMPLICATIONS**

<b><i>Budget/Authorization Summary</i></b>	<b>Capital</b>	<b>Expense</b>	<b>Total Project</b>
Original Budget	\$950,000	\$0	\$950,000
Previous Budget Increase	\$360,000	\$0	\$360,000
Current Budget Increase	\$252,000	\$0	\$252,000
Revised Budget	\$1,562,000	\$0	\$1,562,000
Previous Authorizations	\$1,310,000	\$0	\$1,310,000
Current request for authorization	\$252,000	\$0	\$252,000
Total Authorizations, including this request	\$1,562,000	\$0	\$1,562,000
Remaining budget to be authorized	\$0	\$0	\$0
Total Estimated Project Cost	\$1,562,000	\$0	\$1,562,000

<b><i>Project Cost Breakdown</i></b>	<b>This Request</b>	<b>Total Project</b>
Design	\$98,000	\$380,000
Construction	\$144,000	\$1,095,000
State & Local Taxes (estimated)	\$10,000	\$87,000
Total	\$252,000	\$1,562,000

#### ***Budget Status and Source of Funds***

This project (CIP #C800218) was included in the 2015-2019 capital budget and plan of finance with a budget of \$1,310,000. The budget increase will be transferred from the Aeronautical Allowance CIP (C800404) resulting in no net change to the total capital budget. The funding source will be the Airport Development Fund.

#### ***Financial Analysis and Summary***

<b>CIP Category</b>	Renewal/Enhancement
<b>Project Type</b>	Renewal & Replacement
<b>Risk adjusted discount rate</b>	N/A
<b>Key risk factors</b>	N/A
<b>Project cost for analysis</b>	\$1,562,000
<b>Business Unit (BU)</b>	Terminal Building
<b>Effect on business performance</b>	NOI after depreciation will decrease
<b>IRR/NPV</b>	N/A
<b>CPE Impact</b>	\$.01 in 2016

#### ***Lifecycle Cost and Savings***

The additional doors will require annual operating and maintenance cost increases to maintain.

## **COMMISSION AGENDA**

Ted Fick, Chief Executive Officer

December 29, 2014

Page 4 of 4

## **STRATEGIES AND OBJECTIVES**

The project supports the Port's Century Agenda objective of meeting the region's air transportation needs at Sea-Tac Airport for the next 25 years by improving security and customer service. It also supports the Airport's strategic goal of operating a world-class international airport by ensuring safe and secure operations through enhanced security.

## **ALTERNATIVES AND IMPLICATIONS CONSIDERED**

**Alternative 1)** – Do Nothing. This results in continued operation with the current security risk factor. The first responder bypass lane will not fully accommodate emergency response equipment. This is not the recommended alternative.

**Alternative 2)** – Install only the additional doors to the exit lane breach control system. The first responder bypass lane will not fully accommodate emergency response equipment. This is not the recommended alternative.

**Alternative 3)** – Install an additional set of doors to the exit lane breach control system and widen the existing emergency bypass lane. This alternative would improve the security of the exit lane system at Concourse B. With the larger doors on the bypass lane this alternative would also improve emergency response through the security exit. **This is the recommended alternative.**

## **ATTACHMENTS TO THIS REQUEST**

- None.

## **PREVIOUS COMMISSION ACTIONS OR BRIEFINGS**

- On September 10, 2013, the Port Commission authorized the purchase of breach control system and advertising for bids and award and execution a major construction contract for the Security Exit Lane Breach Control-Phase 2 project at Seattle-Tacoma International Airport in an amount not to exceed \$5,757,000 for a total estimated project cost of \$6,407,000.
- April 2, 2013 – the Port Commission authorized expansion of the scope of the Security Exit Lane Breach Control-Phase 1 project (C800218) to add a new exit lane and increase the project budget by \$360,000 for a new total estimated project cost of \$1,310,000.
- January 8, 2013 – the Port Commission authorized the design of the Security Exit Lane Breach Control-Phase 2 project (C800605) at Seattle-Tacoma International Airport. That authorization was for \$590,000 of a total estimated project cost of \$3,750,000.
- On October 23, 2012, the Port Commission authorized the design of building modifications to accommodate exit lane breach control system, and to use Port crews for construction of the Security Exit Lane Breach Control-Phase 1 project (C800218) at Seattle-Tacoma International Airport. That authorization was for \$850,000 of a total estimated project cost of \$950,000.