

COMMISSION
AGENDA MEMORANDUM

Item No.

8f

ACTION ITEM

Date of Meeting

April 13, 2021

DATE: March 5, 2021

TO: Stephen P. Metruck, Executive Director

FROM: Wayne Grotheer, Director, Aviation Project Management
Wendy Reiter, Director, Aviation Security

SUBJECT: North Satellite Transit System (STS) Employee Screening Design, Equipment Purchase and Construction Authorization (CIP #C801153)

Amount of this request: \$1,400,000

Total estimated project cost: \$1,400,000

ACTION REQUESTED

Request Commission authorization for the Executive Director to (1) complete design, (2) execute contracts for screening equipment, and (3) use Port crews and small works contracts for construction in support of the North Satellite Transit System Employee Screening project at Seattle-Tacoma International Airport, in the amount of \$1,400,000.

EXECUTIVE SUMMARY

The North STS Employee Screening project will design and construct a new employee screening location within the North Satellite Transit System (STS) station at the main terminal, allowing for greater airport security and safety improvements for personnel arriving to work each day. This project further enables the Port commitment made toward 100% employee screening by replacing the existing central employee screening location with one that has space for advanced screening technology. The project will improve safety by no longer requiring screened airport personnel to walk through locations in the congested bagwell after screening.

JUSTIFICATION

This project supports the Port of Seattle goal of achieving 100% employee screening at Seattle-Tacoma International Airport (SEA). Currently, many employees are entering the secure side of the airport through employee portals and employee screening checkpoints; however, the equipment being used is not federally certified. The existing central screening location does not provide the area needed to house the Transportation Security Administration (TSA) certified equipment that the security department requires. The Baggage Optimization project will be closing the existing pedestrian pathway in the bagwell outside of the Central Employee Screening

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Checkpoint, this will prevent Northbound airport staff from reaching their daily work assignments without undue travel routes. This project will facilitate the continued screening of employees at the STS level of the main terminal, while increasing the level of safety for both pedestrians and tug operators in the bagwell by limiting foot traffic. The Airline Realignment and Checkpoint One relocation projects require the existing central screening location to be vacated in order to repurpose the space to a planned United Airlines baggage service office (BSO). The addition of a screening position in the North STS will enable the airport to add security assets to the space and allow for better overall security. The project will also install infrastructure in support of this project which will increase the overall value of the space.

Diversity in Contracting

In partnership with the Diversity in Contracting department in outreach, this project will be performed by Port Construction Services (PCS) and will utilize small works contracts that typically utilize women and minority owned business enterprises (WMBE) as primes.

DETAILS

The project will relocate central employee screening to the North STS and improve safety and security for the airport. The project budget requested is \$1.4 Million. The project will be designed utilizing an existing Indefinite Delivery Indefinite Quantity (IDIQ) architectural firm. Capacity for this design has been reserved in anticipation of approval. The project will utilize PCS and Aviation Maintenance (AVM) resources to complete the installation of the equipment. The project has an approved sole source competition waiver, which will be used to procure an Advanced Imaging Technology (AIT) screening machine valued at approximately \$385,000. The AIT is compliant with the American with Disabilities Act (ADA), will allow screening for all personnel without need for any additional accommodation, is TSA certified and complies with current federal guidelines. The equipment will have a recurring maintenance contract, which will be budgeted within the Aviation Security department's annual operating budget.

Scope of Work

The project will include the following key components:

- (1) Installation of glass and drywall partition walls to establish a perimeter for the new screening location;
- (2) Equipment such as AIT screening machine, network demark cabinets, electrical distribution panel, LED lighting, cameras, and access controls;
- (3) Infrastructure that supports the equipment;
- (4) Relocates existing central screening x-ray equipment and casework; and
- (5) Selection of exterior finishes will take into consideration that it is in a public facing and high traffic location.

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Schedule***Activity***

Design start	2021 Quarter 2
Construction start	2021 Quarter 4
In-use date	2022 Quarter 2

Cost Breakdown**This Request****Total Project**

Design	\$160,000	\$160,000
Construction	\$825,000	\$825,000
Total	\$1,400,000	\$1,400,000

ALTERNATIVES AND IMPLICATIONS CONSIDERED**Alternative 1 – Do nothing.**Cost Implications: \$0Pros:

- (1) No additional expenditure.
- (2) No impact to security operations.

Cons:

- (1) The equipment used would not be compliant with current federal TSA guidance.
- (2) The safety of employees would remain unimproved.
- (3) Airport personnel would be impacted by pedestrian tunnel closure as a result of the Baggage Optimization project, this would increase their foot travel significantly.
- (4) The Airline Realignment and Checkpoint One relocation projects would need to establish a new location for the planned baggage service office relocation.

This is not the recommended alternative.

Alternative 2 – Relocate the screening position without the new AIT equipment utilizing only existing equipment.Cost Implications: \$1MPros:

- (1) This improves employee safety reducing foot traffic in the baggage operational space.
- (2) Cost savings associated with procurement of the new equipment.
- (3) No additional training for equipment operations necessary.
- (4) This mitigates the impact of the Baggage Optimization pedestrian tunnel closure.
- (5) This allows the former central position to be reallocated enabling the Airline Realignment and Checkpoint One projects to utilize the space for a future BSO.

Cons:

- (1) The screening room would not be compliant with current federal TSA guidelines which could lead to future regulatory issues with the program.

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- (2) The screening room would not be compliant with ADA guidelines and would necessitate additional accommodation for employees with special needs.
- (3) Additional foot traffic in the North STS.

This is not the recommended alternative.

Alternative 3 – Perform the project as proposed with the new AIT equipment.

Cost Implications: \$1.4M

Pros:

- (1) This improves employee safety reducing foot traffic in the bagwell operational space.
- (2) This provides a federally compliant screening location meeting TSA standards.
- (3) This provides an ADA compliant screening process.
- (4) This mitigates the impact of the Baggage Optimization pedestrian tunnel closure.
- (5) This allows the former central position to be reallocated enabling the Airline Realignment and Checkpoint One projects to utilize the space for a future BSO.

Cons:

- (1) Additional foot traffic in the North STS.
- (2) Training of equipment operators will be required.

This is the recommended alternative.

FINANCIAL IMPLICATIONS

Cost Estimate/Authorization Summary

Capital

Total

COST ESTIMATE		
Original estimate	\$2,100,000	\$2,100,000
Previous changes – net	(\$700,000)	(\$700,000)
Revised Estimate	\$1,400,000	\$1,400,000
Art (Transfer to Art CIP)	(\$14,000)	(\$14,000)
Revised Total	\$1,386,000	\$1,386,000
AUTHORIZATION		
Previous authorizations	\$0	\$0
Current request for authorization	\$1,400,000	\$1,400,000
Total authorizations, including this request	\$1,400,000	\$1,400,000
Remaining amount to be authorized	\$0	\$0

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Annual Budget Status and Source of Funds

This project, CIP C801153, was included in the 2021-2025 capital budget and plan of finance with a budget of \$2,100,000. A budget decrease of \$700,000 was transferred from the Aeronautical Reserve CIP (C800753) and \$14,000 to the Art Pool C102066 resulting in zero net change to the Aviation capital budget. The funding source will be the Airport Development Fund (ADF).

Financial Analysis and Summary

Project cost for analysis	\$1,400,000
Business Unit (BU)	Terminal Building
Effect on business performance (NOI after depreciation)	NOI after depreciation will increase due to inclusion of capital (and operating) costs in airline rate base.
IRR/NPV (if relevant)	N/A
CPE Impact	Less than \$.01 in 2022

Future Revenues and Expenses (Total cost of ownership)

Funding for the maintenance and training contract will be included in the Aviation Division operating budget and approved through the 2022 Aviation Division expense budget approval process.

ADDITIONAL BACKGROUND

None.

ATTACHMENTS TO THIS REQUEST

(1) PowerPoint Slides

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

None.