



**COMMISSION
AGENDA MEMORANDUM**

Item No. 8d

ACTION ITEM

Date of Meeting February 8, 2022

DATE: January 28, 2022

TO: Stephen P. Metruck, Executive Director

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

SUBJECT: Secured Area Vehicle Checkpoints (CIP #C801237)

Amount of this request: \$550,000

Total estimated project cost: \$4,300,000

ACTION REQUESTED

Request Commission authorization for the Executive Director to design and prepare construction documents for the Secured Area Vehicle Checkpoints (SAVCP) project (CIP C801237) at Seattle-Tacoma International Airport (SEA) for \$550,000 out of an estimated total project cost of \$4,300,000.

EXECUTIVE SUMMARY

This project will provide the infrastructure required to add security measures to support the overall security posture at SEA. The North and South vehicle checkpoints include gate arms, a dedicated inspection area, CCTV cameras, vehicle loop detectors, card readers, and a guard shack with lighting, windows, and a locking door system.

JUSTIFICATION

This project will support SEA compliance with Federal Security requirements for personnel and vehicles entering the Secured Area under Code of Federal Regulation (CFR) Title 49 Part 1542.207, Access Control Systems.

Diversity in Contracting

The design phase will be conducted utilizing Port staff. The project team in coordination with the Diversity in Contracting Department will set a Woman and Minority Business Enterprise (WMBE) aspirational goal for the construction phase. This project will not be utilizing FAA funding.

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DETAILS

The project involves installing two vehicle checkpoints on the existing north-south vehicle service road within the SEA airfield. Each location consists of two components: the vehicle gate and an inspection area. The vehicle gates will include both card readers and guard shack to follow established security procedures for individuals and vehicles entering the Secured Area from other parts of the airfield.

During notebook, preliminary design work was conducted which indicated significantly more site demolition and development improvements would be required to achieve the proposed scope and mitigate impacts to Fire and Cargo Operations. These included increased amounts of paving demolition and restoration, longer concrete encased utility ductbanks and road widening, as well as cost for relocating a fire hydrant, bollards, and an Airport Operations Area fence. This additional site development work has increased the estimated cost for this project from \$1,800,000 to \$4,300,000. Additional information regarding the source for the additional funding required to implement the project as proposed are provided below in the Financial Implications section of this memo.

Scope of Work

The project elements described above, and specific scope items below will be aligned and packaged for construction with the other 2023 Airfield Construction Contracts to capitalize on concurrent operational impacts and similar airfield work.

- (1) Construction of two self-contained guard shacks, with lighting, windows, and a locking door.
- (2) Construction of vehicle gate arm systems, access control readers, cameras, and vehicle loop detectors.
- (3) Trenching, paving and installation of cables for electrical and communication ductbanks.
- (4) Relocation of a fire hydrant and bollards and restriping of impervious parking areas to add a lane to the Vehicle Service Road (VSR) at the Cargo areas.
- (5) Relocation of a portion of the AOA Fence.
- (6) Construction of concrete traffic islands for the vehicle gate arms between the lanes.

Schedule

Activity

Design start	2022 Quarter 1
Commission construction authorization	2022 Quarter 4
Construction start	2023 Quarter 2
In-use date	2023 Quarter 4

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Cost Breakdown

	This Request	Total Project
Design	\$550,000	\$600,000
Construction		\$3,700,000
Total	\$550,000	\$4,300,000

ALTERNATIVES AND IMPLICATIONS CONSIDERED

Alternative 1 – Do not install VSR checkpoints on the north and south ends of the Secured Area.

Cost Implications: \$50,000 (Expensed Notebook efforts)

Pros:

- (1) No impacts to airfield operations, hardstand parking or tenant leases.
- (2) Reduced capital spending for 2023.

Cons:

- (1) Does not support the overall security posture at SEA.

This is not the recommended alternative as it does not support CFR Title 49 Part 1542.207.

Alternative 2 – Provide a three-lane checkpoint on the North end and a two-lane checkpoint on the south end of the Secured Area creating aircraft hardstand impacts.

Cost Implications: \$3,300,000

Pros:

- (1) Supports the overall security posture at SEA.
- (2) Less expensive than Alternative 3.
- (3) Lowest impacts to VSR traffic during construction.
- (4) Co-location synergies for security staff at existing facilities.
- (5) Does not impact airfield operations or leased tenant parking spaces

Cons:

- (1) Impacts hardstand operations by eliminating an aircraft parking position.

This is not the recommended alternative.

Alternative 3 – Provide a three-lane vehicle checkpoint at the North end and a two-lane checkpoint south end with no aircraft hardstand impacts.

Cost Implications: \$4,300,000

Pros:

- (1) Supports the overall security posture at SEA.
- (2) No hardstand aircraft impacts.
- (3) Adds an additional southbound lane to mitigate backups in the Cargo areas.
- (4) Adds oversized lane for North and Southbound traffic.

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Cons:

- (1) More expensive than alternative 2.
- (2) Impacts Cargo Operations eliminating a portion of leased laydown area.
- (3) Impacts tenants by eliminating parking spaces.

This is the recommended alternative.

FINANCIAL IMPLICATIONS

<i>Cost Estimate/Authorization Summary</i>	Capital	Expense	Total
COST ESTIMATE			
Plan of Finance Estimate	\$1,800,000	\$0	\$1,800,000
Current change	\$2,500,000	0	\$2,500,000
Revised estimate	\$4,300,000	0	\$4,300,000
AUTHORIZATION			
Previous authorizations	\$50,000	0	\$50,000
Current request for authorization	\$550,000	0	\$550,000
Total authorizations, including this request	\$600,000	0	\$600,000
Remaining amount to be authorized	\$3,700,000	\$0	\$3,700,000

Annual Budget Status and Source of Funds

This project, CIP C801237, was included in the 2022-2026 capital budget and plan of finance with a budget of \$1,800,000. A budget increase of \$2,500,000 was transferred from the Aeronautical Reserve CIP C800753 resulting in zero net change to the Aviation capital budget.

Financial Analysis and Summary

Project cost for analysis	4,300,000
Business Unit (BU)	Airfield Movement Area
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	\$.01 in 2024

Future Revenues and Expenses (Total cost of ownership)

As a result of this project, Aviation Maintenance will see a slight increase in O&M cost for Electrical and Electronic systems, to maintain cameras and access controls and lighting. Mechanical systems maintenance will be required for HVAC for the spaces. Labor hours and materials required will be determined when presented with a clearer scope during the design phase of the project.

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ATTACHMENTS TO THIS REQUEST

None

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

None