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COMMISSION

AGENDA MEMORANDUM Item No. 8h

ACTION ITEM Date of Meeting March 14, 2023

DATE: March 6, 2023

TO: Stephen P. Metruck, Executive Director

FROM: Wendy Reiter, Aviation Director of Security

Eileen Francisco, Director, Aviation Project Management

SUBJECT: Air Cargo Building 167A/B Access Controls (C801288)

Amount of this request: \$1,920,000

Total requested project cost: \$2,000,000

ACTION REQUESTED

Request Commission authorization for the Executive Director to complete design and construction of the Air Cargo Building 167A/B Access Controls project at Seattle-Tacoma International Airport for a total estimated project cost of \$2,000,000.

EXECUTIVE SUMMARY

With the extension of bussed remote hard stand passenger service operations to the remote Cargo 5 facility at Seattle-Tacoma International Airport, the Airport's Secured Area, as defined and regulated by the Transportation Security Administration (TSA), now encompasses Air Cargo Building 167A/B. This building is owned by the Port and leased to tenants. To comply with Secured Area regulations, this project will install the Airport's Access Control System at doors within the building that access the Airport's secured area.

JUSTIFICATION

As a part of maintaining TSA regulatory compliance, The Port of Seattle is required to establish measures to prevent and detect the unauthorized entry, presence, and movement of individuals within the Secured Area at Seattle-Tacoma International Airport. To manage the rise in passenger enplanements and the lack of passenger gate space, SEA expanded its passenger service operations to the remote Cargo 5 facility north of Air Cargo Building 167A/B by implementing Hard Stand Operations. This move expanded the Secured Area north of the Fire Station to include Air Cargo Building 167A/B. The building is owned by the Port and tenant leased. Air Cargo Building 167A/B now provides direct access into the Secured Area of Seattle-Tacoma International Airport and thus requires the Port's access control system to meet regulatory compliance. Extending the Port's access control system to this facility will allow for proper

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COMMISSION AGENDA – Action Item No. 8h Page 2 of 4

Meeting Date: March 14, 2023

auditing, tracking, and monitoring of access to these areas. This project will allow unauthorized access to be rejected; reducing a safety issue if someone tries to enter without clearance. In addition, adding video camera coverage in strategic locations improves monitoring coverage of the secured area.

Diversity in Contracting

For design, the project plans to utilize an existing Indefinite Delivery Indefinite Quantity (IDIQ) contract which has a twenty-five percent (25%) Women and Minority Business Enterprise (WMBE) goal. For construction, the project team plans to utilize an existing Job Order Contract, which has a 6.3% DBE goal.

DETAILS

The original estimate for this project (shown below) was predicated on a project delivery approach that proved infeasible. This included the preparation of an abbreviated design, the relaxation of Port design standards, and the utilization of Small Works contracts and Port crews for construction, all in an effort to quickly complete the work. The project as it is being presented here includes the preparation of a full design, the full adherence to all Port design standards, and the utilization of a Job Order Contract (JOC) for construction.

Scope of Work

This project will install the Port's access control system at doors that provide access to the Secured Area from this building. This project will also provide all required infrastructure including power and communications to support the access control system.

Schedule

Activity

Design start 2023 Quarter 1  
Construction start 2023 Quarter 3  
In-use date 2024 Quarter 2  
Cost Breakdown This Request Total Project  
Design \$600,000 \$600,000  
Construction \$1,400,000 \$1,400,000  
Total \$2,000,000 \$2,000,000

**ALTERNATIVES AND IMPLICATIONS CONSIDERED**

A number of alternatives were considered during the project definition process and proved infeasible, including the use of standards for communications equipment rooms and the possibility of vacating the building during construction. Again, none were found viable.

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**COMMISSION AGENDA – Action Item No. 8h Page 3 of 4**

Meeting Date: March 14, 2023

Alternative 1 – Utilize a communications point of connection north of the building.

Cost Implications: \$2,500,000

Pros:

(1) Provides the same connectivity as the recommended alternative.

Cons:

(1) Connection pathway requires excavation and boring underground: thus, it will cost more.

(2) The work requires specialized expertise (sub-contractor) to complete.

This is not the recommended alternative.

Alternative 2 – Utilize a communications point of connection south and west of the building.

Cost Implications: \$2,000,000

Pros:

(1) Less expensive than Alternative 1

(2) Does not require specialized expertise (sub-contractor) to complete.

Cons:

(1) Conduit pathway is more exposed to the elements.

This is the recommended alternative.

**FINANCIAL IMPLICATIONS**

Cost Estimate/Authorization Summary Capital Expense Total

**COST ESTIMATE**

Original estimate \$592,000 \$0 \$592,000

Current change \$1,408,000 0 \$1,408,000

Revised estimate \$2,000,000 0 \$2,000,000

**AUTHORIZATION**

Previous authorizations \$80,000 0 \$80,000

Current request for authorization \$1,920,000 0 \$1,920,000

Total authorizations, including this request \$2,000,000 0 \$2,000,000

Remaining amount to be authorized \$0 \$0 \$0

**Annual Budget Status and Source of Funds**

The Air Cargo Building 167A/B Access Controls #C801288 was included in the 2023-2027 capital budget and plan of finance with a budget of \$592,000. The capital budget increase of \$1,408,000 was transferred from the Aeronautical Allowance CIP C800753 resulting in no net change to the Airport capital budget. The funding sources will be the Airport Development Fund and future revenue bonds.

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**COMMISSION AGENDA – Action Item No. 8h Page 4 of 4**

Meeting Date: March 14, 2023

**Financial Analysis and Summary**

Project cost for analysis \$2,000,000

Business Unit (BU) Airfield Commercial Area

Effect on business performance NOI after depreciation will decrease

(NOI after depreciation)

IRR/NPV (if relevant) NPV of (\$1,850,000)

CPE Impact N/A

Future Revenues and Expenses (Total cost of ownership)

As a result of this project, Aviation Maintenance anticipates an increase in ongoing operations and maintenance for Electronic Systems. Maintenance for the additional cameras, biometric card readers and intercoms will amount to roughly 50 additional labor hours annually. The cost at 2022 rates is roughly \$5,000.

ATTACHMENTS TO THIS REQUEST

(1) Presentation

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

None

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