

# CITY AND BOROUGH OF SITKA

## Rocky Gutierrez Airport (SIT) Terminal Improvements Project

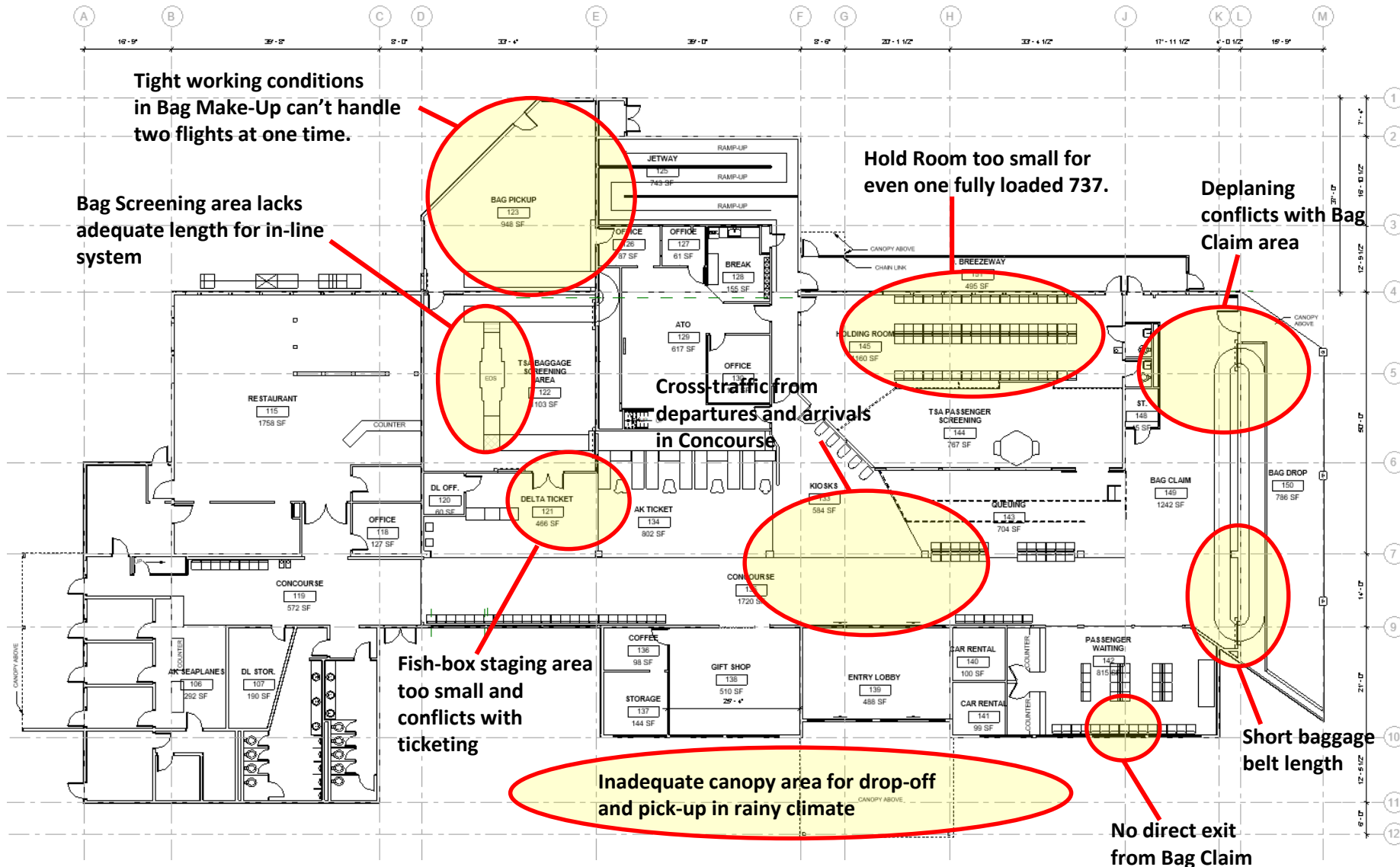
Schematic Design: August 31, 2018

Submittal to State of Alaska Department of Transportation (ADOT) &PF

- A design grant (OTA) from TSA was awarded to the City and Borough of Sitka (CBS) for an in-line baggage screening system which requires expansion of the existing TSA Bag Screening Area and impacts adjacent areas. A construction OTA from TSA will be required (& is anticipated) for construction of the new baggage screening system and eligible required modifications.
- The '*collection and use*' of Passenger Facility Charges (PFC), in cooperation between the ADOT and the CBS was approved by FAA in March 2018. This PFC revenue will fund a portion of the SIT Terminal Improvements Project.
- In order to keep the project moving forward, the CBS Assembly approved preparation of an application for a Revenue Bond to the Municipal Bond Bank of Alaska for the fall 2018 bond issue, in the amount of roughly \$4 million, which can be financed by PFC funds after the cost of debt service and fees.
- This funding (PFC/Revenue Bond) is not enough to complete the full SIT Terminal Improvements Project, but it counts as required matching funds for the Airport Improvement Program (AIP) Grants for eligible projects, issued by FAA to Airport Sponsors.
- It is the intent of the CBS, with a little help from our friends, to procure full funding and complete the SIT Terminal Improvements Project.
- The Improvements approved for the SIT PFC are AIP eligible improvements and are listed below.
  - Relocate the bridge ramp
  - Expansion of TSA Baggage Screening area and connected Baggage Make-up area (combined with TSA funding).
  - Expand the Gate Hold Room
  - Separate terminal building entry and exit points with a new direct exit from the baggage claim area
  - Modify the baggage claim area and baggage claim belt
  - Install a new full length terminal building canopy
  - Construct new fish box handling areas

# Existing Deficiency Areas

- The projects are intended to address critical issues in the airport terminal:





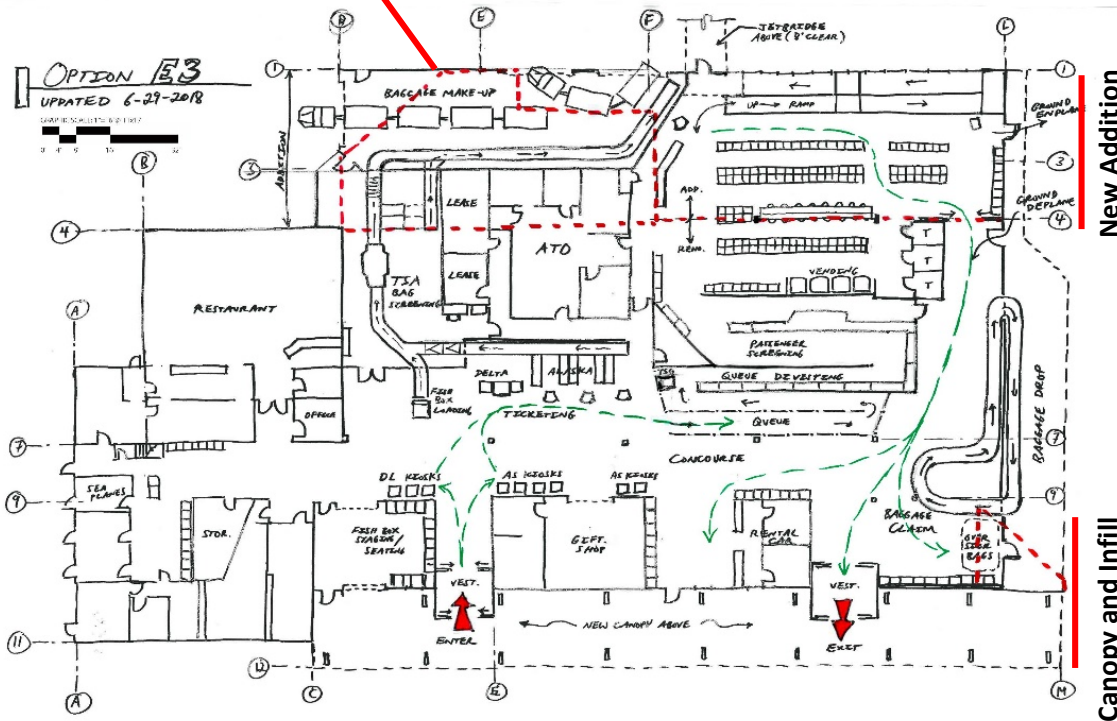
# Existing Terminal Aerial Photo



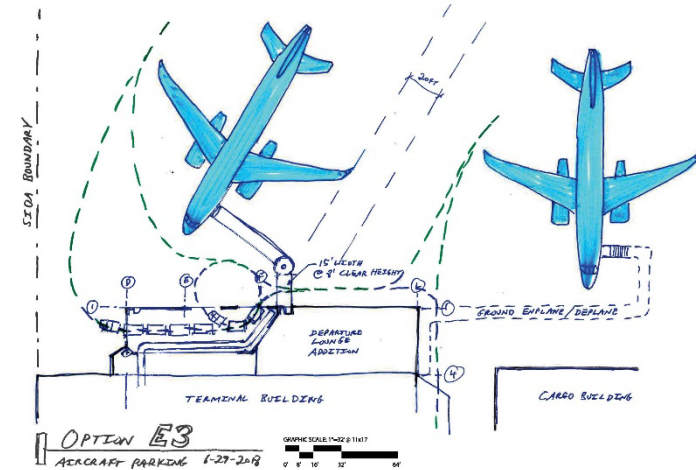
Concepts approved in Stakeholder meetings with Airlines, TSA, DOT and CBS are being developed to the 35% stage by end of September 2018.

Current In-Process drawings are included on the following pages

**Red dashed lines indicate  
existing walls demolished**

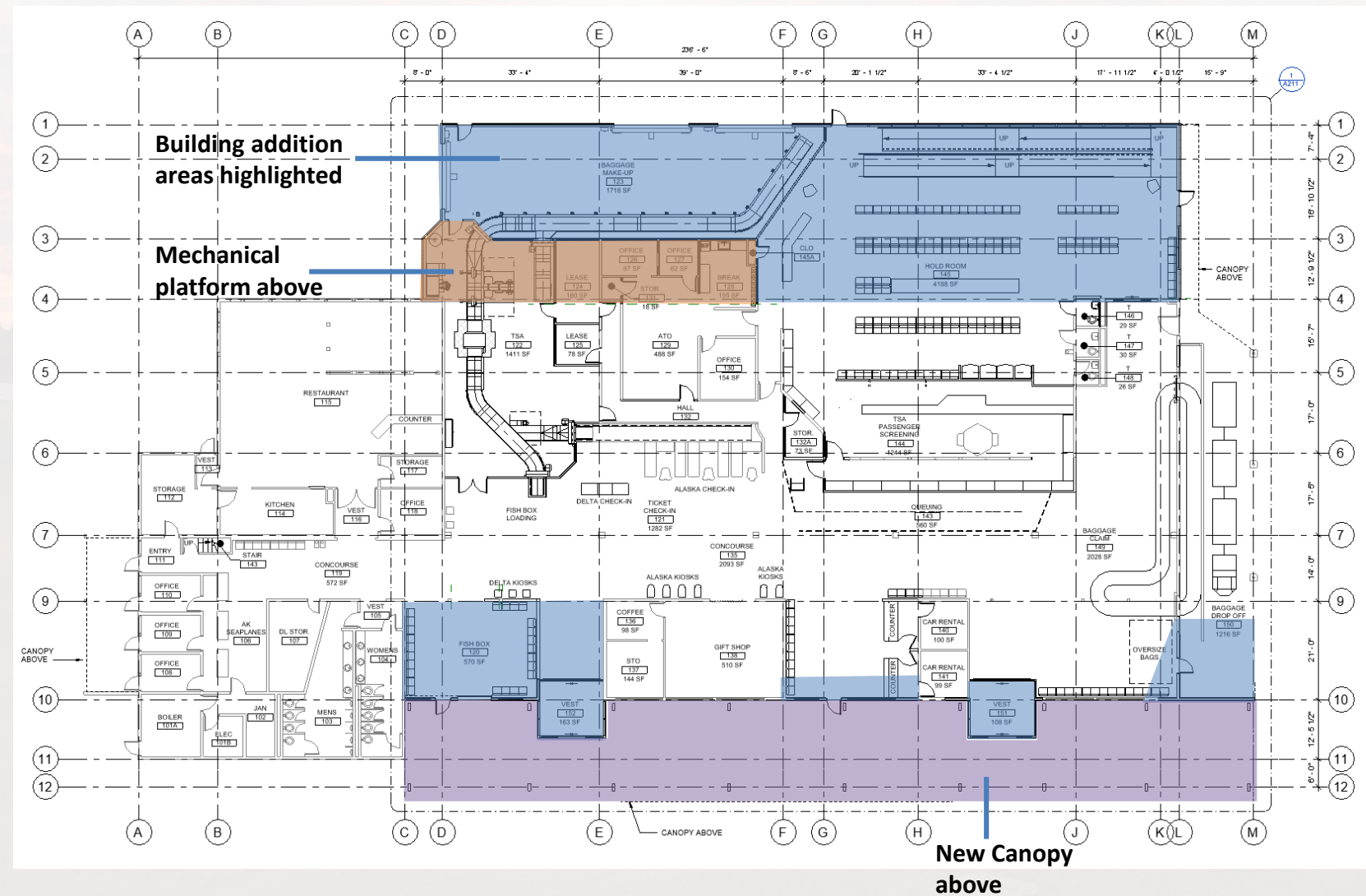


**Jets shown parked on existing hard stands**

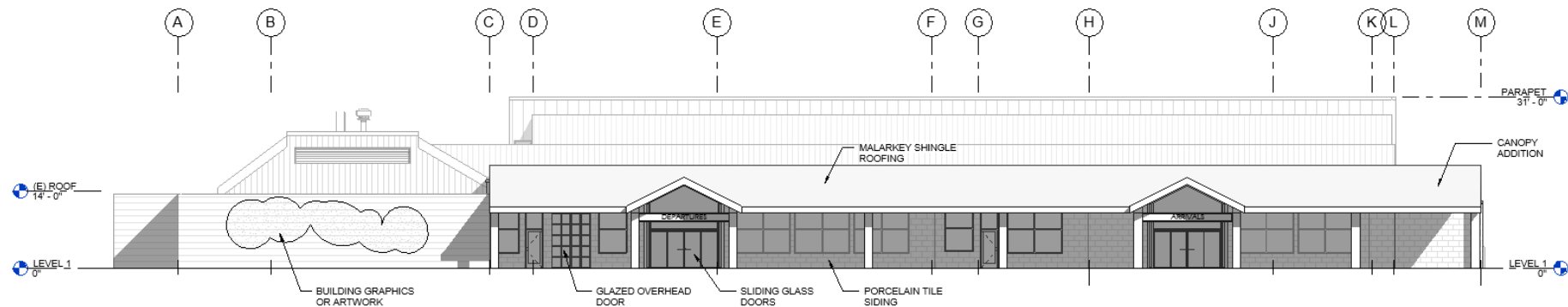




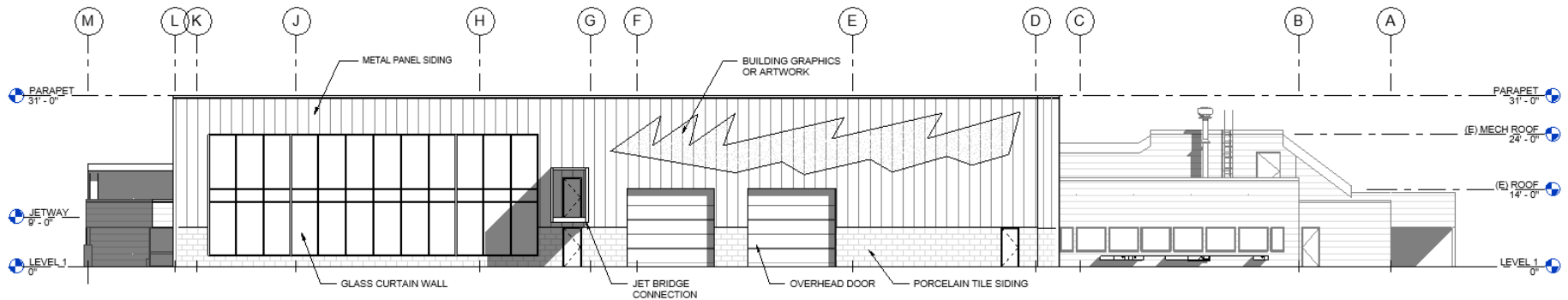
# Remodel Floor Plan



# Remodel Elevations

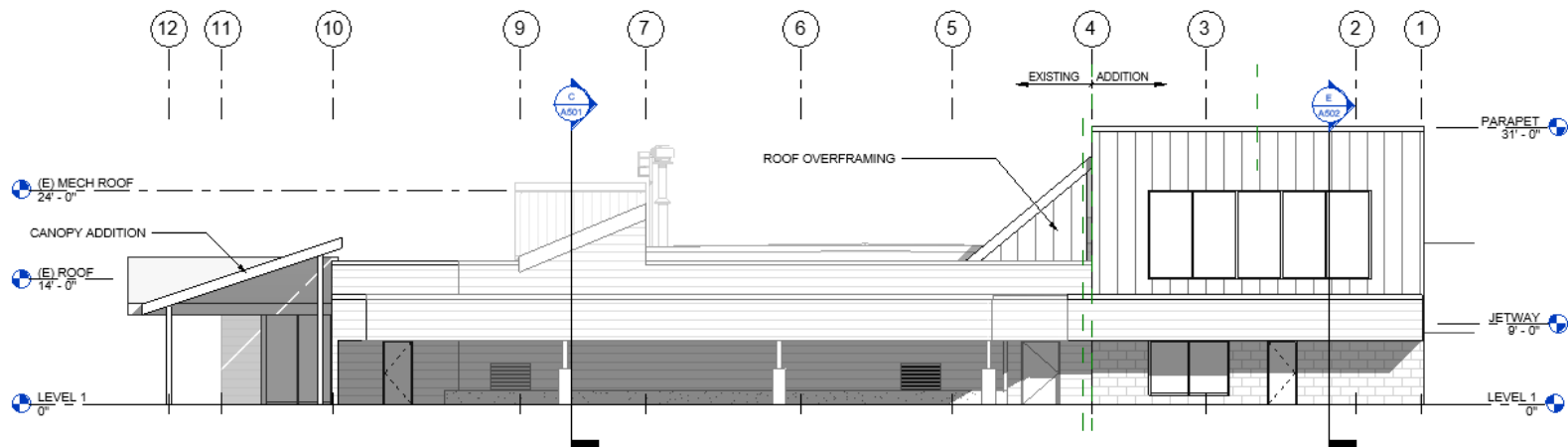


1 EXTERIOR ELEVATION - NORTH  
A402 1" = 10'-0"

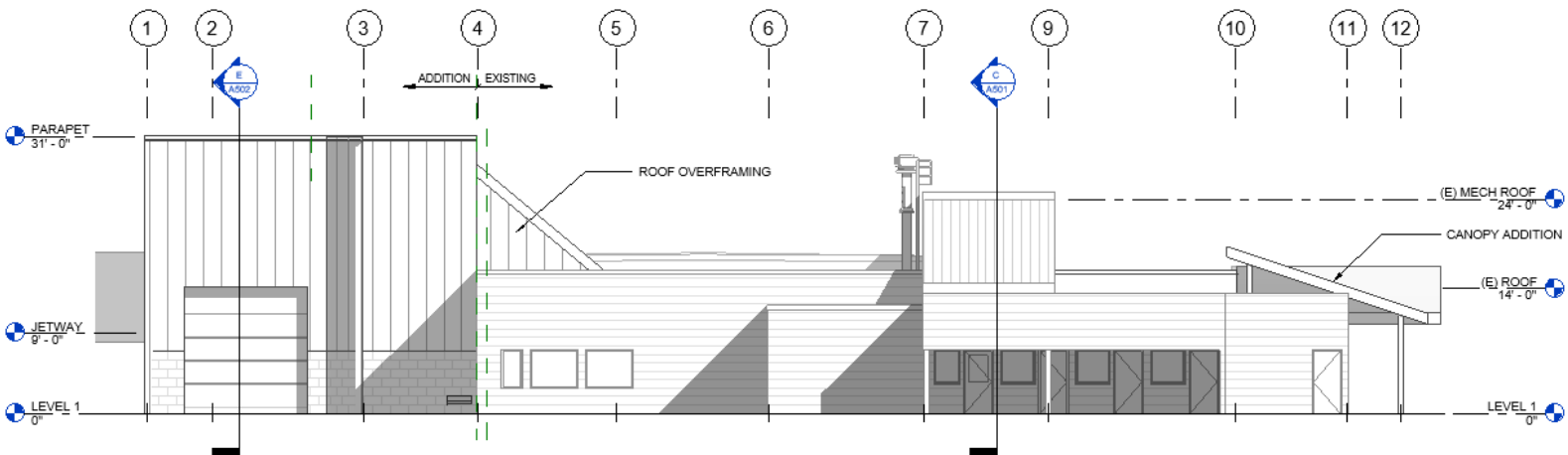


2 EXTERIOR ELEVATION - SOUTH  
A402 1" = 10'-0"

# Remodel Elevations

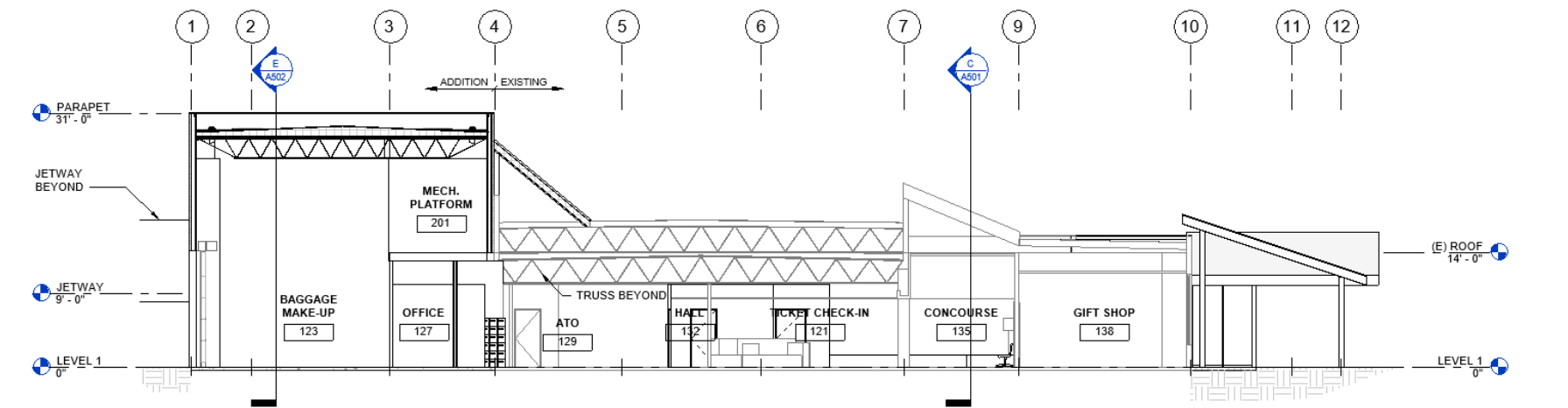


1 EXTERIOR ELEVATION - EAST  
A401 1/8" = 1'-0"

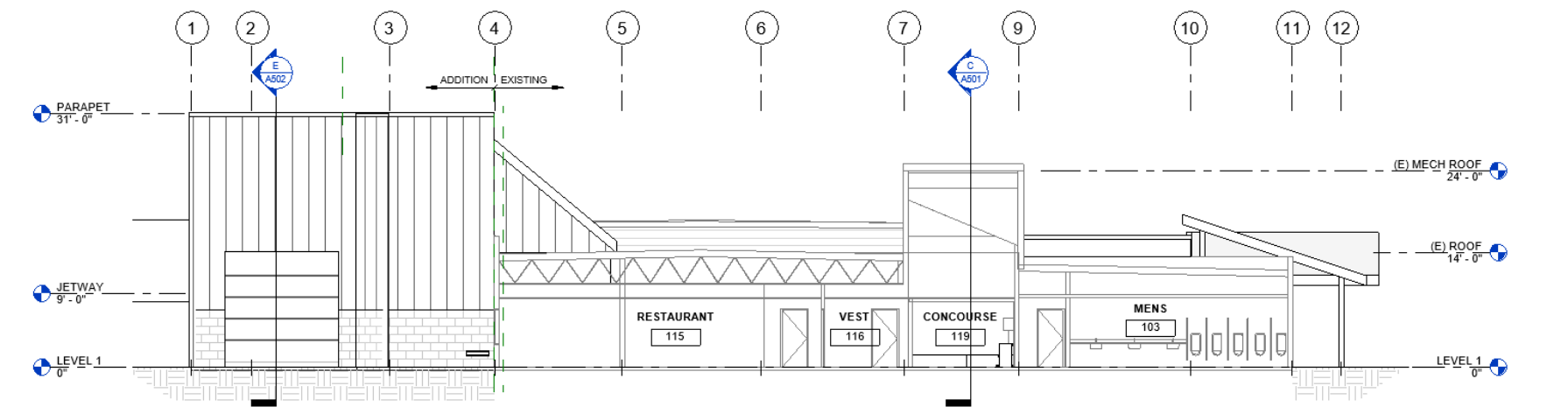


2 EXTERIOR ELEVATION - WEST  
A401 1/8" = 1'-0"

# Remodel Sections



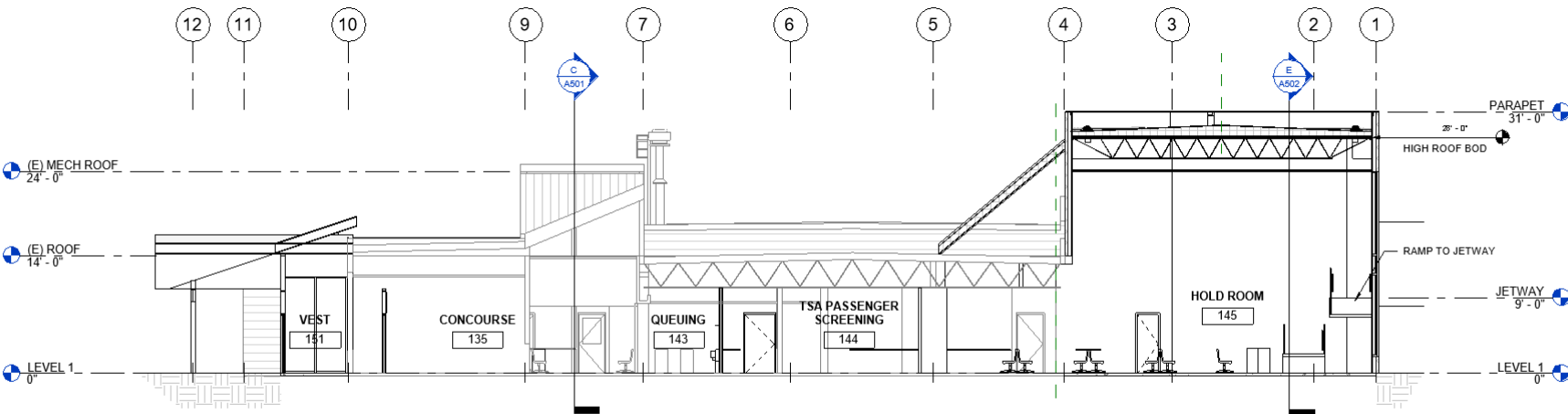
**A BUILDING SECTION A**  
A501 1/8" = 1'-0"



**B BUILDING SECTION B**  
A501 1/8" = 1'-0"

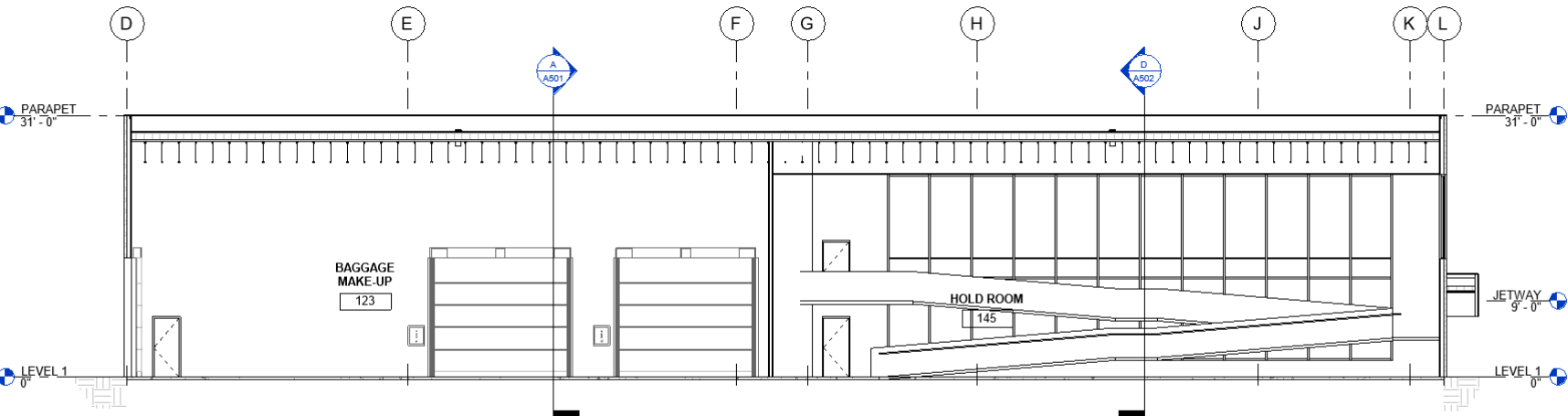


# Remodel Sections



**D BUILDING SECTION D**

A502 1/8" = 1'-0"



**E BUILDING SECTION E**

A502 1/8" = 1'-0"

## Passenger Benefits

- Increased efficiency and flow of the baggage check-in & screening process will reduce lines and congestion at ticket counters
- Doubling the size of the Departure Lounge will accommodate a full plane load of passengers and reduce TSA passenger screening wait times
- Views to the airfield from the Nugget and Departure Lounge are preserved
- The full-length canopy expands the weather-protected sidewalk and creates a dynamic new entry façade



## Passenger Benefits –Cont.

- Direct exit from bag claim will reduce cross traffic and congestions at the building entry
- Lengthening and reversing the direction of the bag claim belt will reduce congestion for deplaning passengers
- Separation of entry and exit points from the curbside reduce cross traffic and congestion in the concourse
- Providing staging areas for fish boxes allows for a more organized and orderly process, reducing congestion in the concourse and conflicts with seating areas
- Converting the existing entry vestibule to seating provides a quieter area for passengers





# Building Systems Improvements

- Lighting replacement with all LED fixtures
- Updated Electrical Service
- Sub-metering of major tenants for cost reimbursement
- Upgraded ventilation and cooling to address overheating in Passenger Screening and Hold Room
- Additional restroom in Hold Room





# Budget Estimates

## Estimated Project Cost

• Gate Lounge Addition & Renovation	\$ 2,931,750
• Passenger Loading Bridge	\$ 1,575,000
• TSA Bag Screening Area Renovation, Addition, & Equipment	\$ 3,397,500
• Bag Makeup Area, Mech. Mezzanine, & Tenant Improvements	\$ 2,419,875
• Landside Additions – Entry, Exit, Fish Box Area & Bag Claim:	\$ 3,428,100
• <u>Mechanical, Electrical &amp; Life Safety System Upgrades:</u>	<u>\$ 700,000</u>
• Total Estimated Project Cost	\$14,452,225

## Estimated Cost/Funding Allocation

• Estimated cost of AIP grant eligible improvements	\$10,969,225
• Estimated TSA Construction Grant (OTA):	\$ 3,397,500
• <u>Estimated tenant improvements (Airlines)</u>	<u>\$ 85,500</u>
• Total	\$14,452,225

## Estimated Cost of AIP eligible Improvements & Grant Request

• AIP grant request (93.75% of eligible cost)	\$10,283,954
• <u>Local matching funds (6.25%) PFC funds</u>	<u>\$ 685,271</u>
• Total estimated cost of eligible improvements	\$10,969,225