

# CITY AND BOROUGH OF SITKA

## Rocky Gutierrez Airport (SIT) Terminal Improvement Project



Assembly Work Session August 8, 2017

# Project History

- **2005: Airport Master Plan**
- **2011: Airport Terminal Master Plan**
- **2014: Baggage Screening Study**
- **2015: Delta Airlines starts service to Sitka**
- **2017: SIT Terminal Improvements / Concept & Funding Plan**
  - **April 6: Kickoff meeting with airport stakeholders**
  - **April 12: Initial concept review**
  - **April 19: Refined concept review**
  - **April 24: On-site work session with Airline Stakeholders**
  - **June 22: Work session with SEDA & Chamber of Commerce Stakeholders**
  - **July 20: Staff work session**
  - **July 20: Public meeting**
  - **August 8: Assembly work session & Assembly meeting**



# City and Borough of Sitka

## PUBLIC WORKS

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August 2, 2017

Sitka Rocky Gutierrez Airport (SIT)  
SIT Terminal Improvements Project Description/Status

### Project History

2011 Terminal Master Plan: The conclusion of the most recent SIT Airport Terminal Master Plan were twofold:

- Short term- correct the most critical terminal deficiencies.
- Long term- develop a long-term financial plan in order to construct a new terminal at the Sitka Rocky Gutierrez Airport.

The estimated cost of designing and constructing a new 35,000 square foot terminal ranges from \$30 - \$40 million. Procuring this funding has proven thus far to be impracticable and is unlikely in the near future given Alaska's current fiscal crisis.

TSA Baggage Screening Improvement Study: In 2016 the CBS received a design grant from the Transportation Security Administration (TSA) for the TSA Baggage Screening Area. Stakeholder representatives from TSA, Alaska Airlines, Delta Airlines, Terminal Vendors, CBS Staff, and the Design Consultants met regarding the upcoming baggage area design and many of the other existing critical terminal inadequacies were raised and discussed. Since the alterations to the baggage screening area would impact the other critical terminal areas, it was decided that a conceptual floor plan for the full terminal needed to be developed before design for the baggage screening area continued.

New Passenger Facility Charges (PFC) Application: In March 2017 the Assembly approved preparation of new application to collect PFCs to fund SIT Terminal Improvements. As stated then, the next steps were to prepare a preferred concept plan and preliminary funding plan with stakeholder input and bring them back for Assembly approval in order to move forward with the project.

### 2017 Concept Planning

Over the last four months, a preferred conceptual floor and funding plan have been developed. Small Group Stakeholder meetings were held with our Consultants and concept plans and options discussed. The preferred option was presented at a public meeting July 20, 2017 where we received overall support for the preferred concept plan, and received suggestions for additional improvements.

The current planning effort addresses improvements to the terminal to address current critical issues and balance the technical, operational and passenger experience needs of the facility. Areas of focus include:

- Baggage Makeup / Outbound baggage processing
- Baggage Screening
- Departure Lounge (Holdroom) size

- Concourse congestion and passenger flow issues
- Baggage Claim congestion

The proposed concept plan includes critical improvements to these areas utilizing the existing terminal infrastructure to the maximum extent to reduce project costs. The current estimated project cost for the preferred concept option has a 20% design contingency added to it because of the preliminary nature of the design and is estimated at \$10.7 million.

### **Funding Plan**

The intent of the SIT Terminal Improvements Project is to procure funding to correct critical deficiencies in the existing terminal while minimizing economic impacts to the community. Potential funding sources identified to date are:

- TSA funding for design & construction of baggage screening
- Passenger Facility Charge (PFC)
- Airport Concession Fees
- AIP Grants – Entitlements
- AIP Grants – Discretionary
- Airlines
- Airport Enterprise Fund
- Other – to be researched as the funding plan is developed.

Airline Representatives expressed the willingness to cooperate with CBS and assist procuring Passenger Facility Charges (PFC) to help fund improvements that would correct as many deficiencies as possible. Both Alaska Air Lines and Delta Airlines submitted letters supporting the PFC Application Process for the SIT Terminal. The Assembly approved preparing and submitting the PFC Application, which is in process.

The Preliminary Funding Plan estimates the funding available from PFCs for the project with a twenty year bond at \$4 million. Also, a possible new 10% Terminal Improvement Fee that could be charged on rental cars and raise \$1.4-\$1.5 million for Terminal Improvements. These and other funding avenues are still being sought and will be pursued through the development of the conceptual floor plan and funding plan to 65% design.

With Assembly approval of the conceptual plans the project can move forward to the 65% design milestone and the TSA Baggage Screening design work can resume before the \$158,569.25 design grant expires. Renovations to the TSA Baggage Screening Area and installation of new inline baggage screening equipment costs are estimated at roughly \$3 million for which TSA Funding will be sought and is anticipated.

The project strategy is to build to the budget, once the budget is established. If the required funding to construct the full project is not secured, a portion of the project will be identified through the design and public process, for design completion and construction with the funds available. Any remaining unconstructed portions (future phases) will remain at 65% design for future ‘shovel ready’ projects for which we will seek funding, such as any AIP Discretionary Funds that become available.

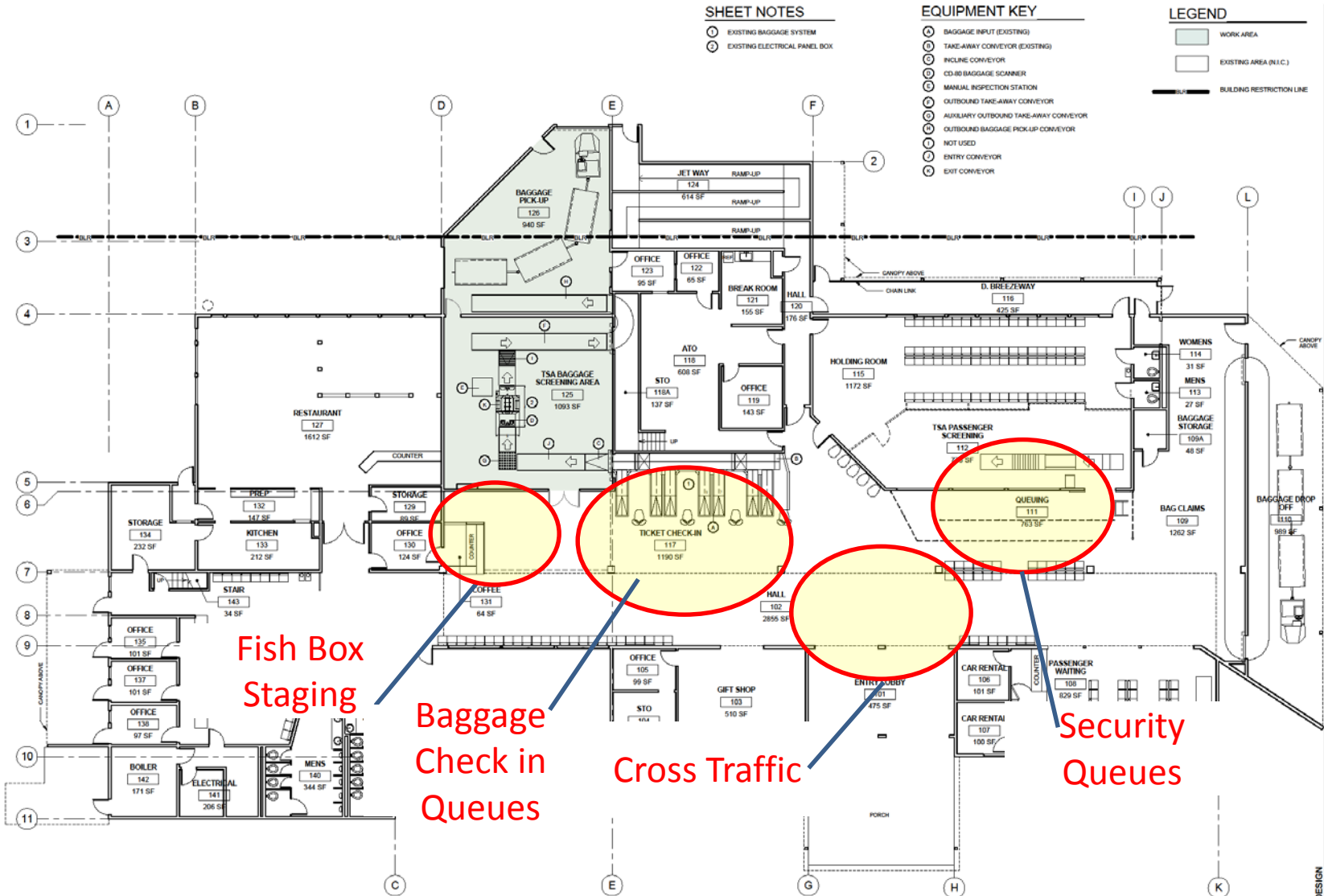
### Project Schedule:

- Assembly Approval and Budget Appropriation- August 2017
- Design Development Completion January 2018
- Construction – phased during winter seasons October – April 2018, 2019, 2020



# Existing Terminal Issues

# Existing Concourse Congestion



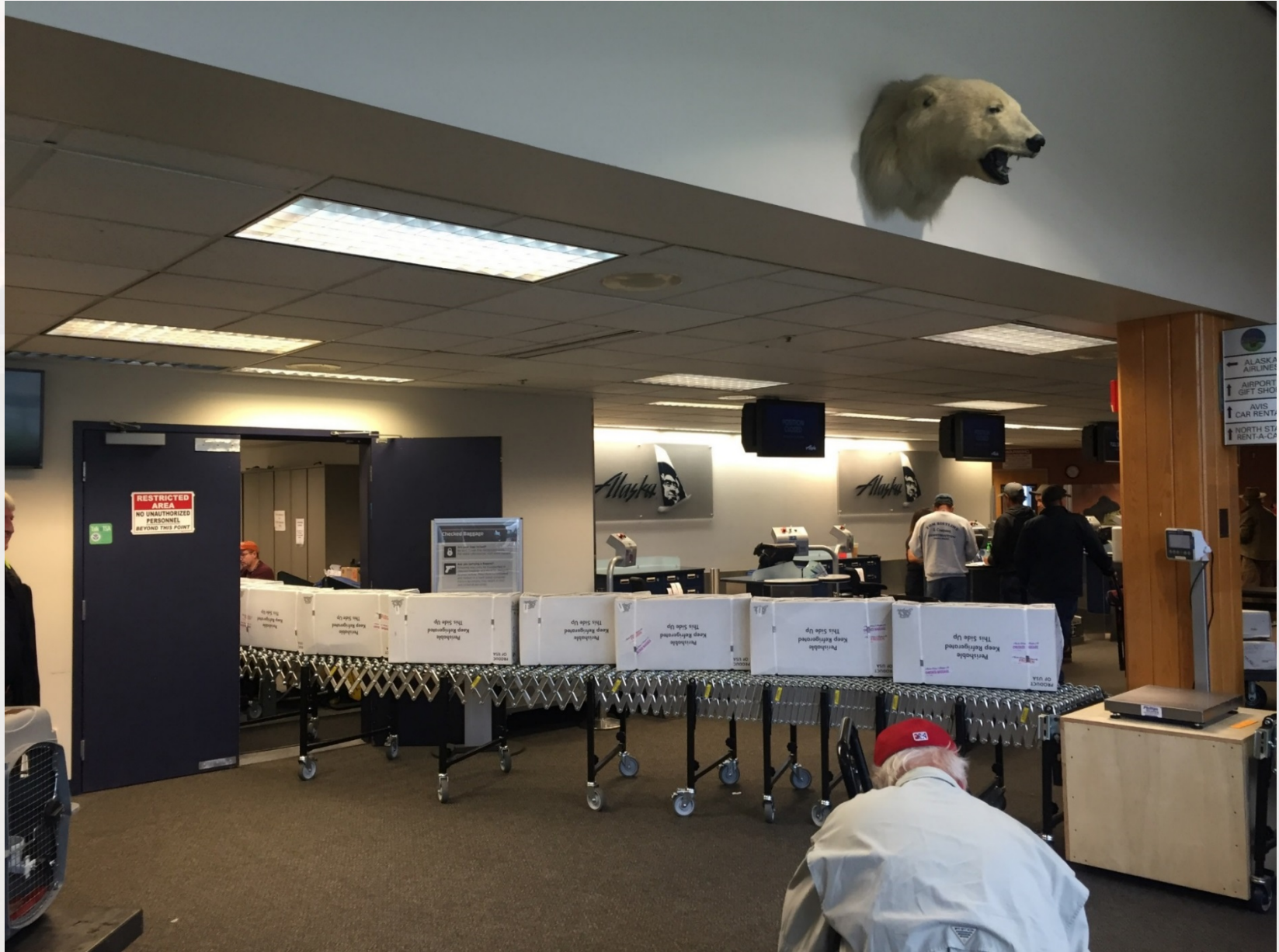
1 EXISTING FLOOR PLAN - LEVEL 1  
1/8" = 1'-0"



SCHEMATIC DESIGN  
**A101**  
 SHEET NO.  
 CBS SITKA AIRPORT UPGRADE  
 OWNER  
 SITKA, ALASKA  
 PROJECT NO.  
 111 N. 107 AVENUE STE. 100, ANCHORAGE, AK 99516-1074  
 ARCHITECT  
 MCCOOL CARLSON GREEN  
 PROJECT NO.  
 111 N. 107 AVENUE STE. 100, ANCHORAGE, AK 99516-1074  
 ARCHITECT  
 JAMIE MCCOOL

EXISTING FLOOR PLAN - LEVEL 1

# Fish Box Processing



# Concourse Cross Traffic

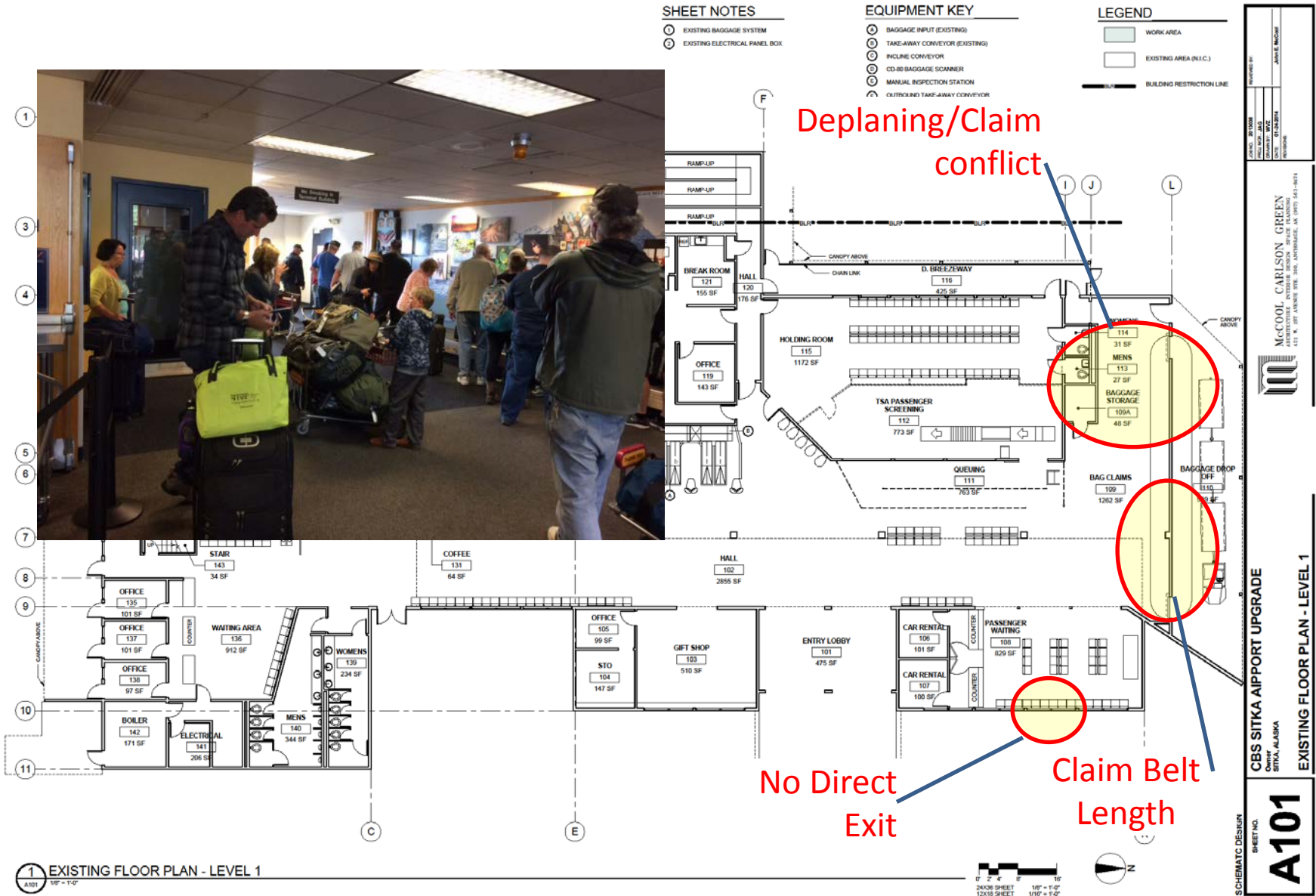




# Security Queues

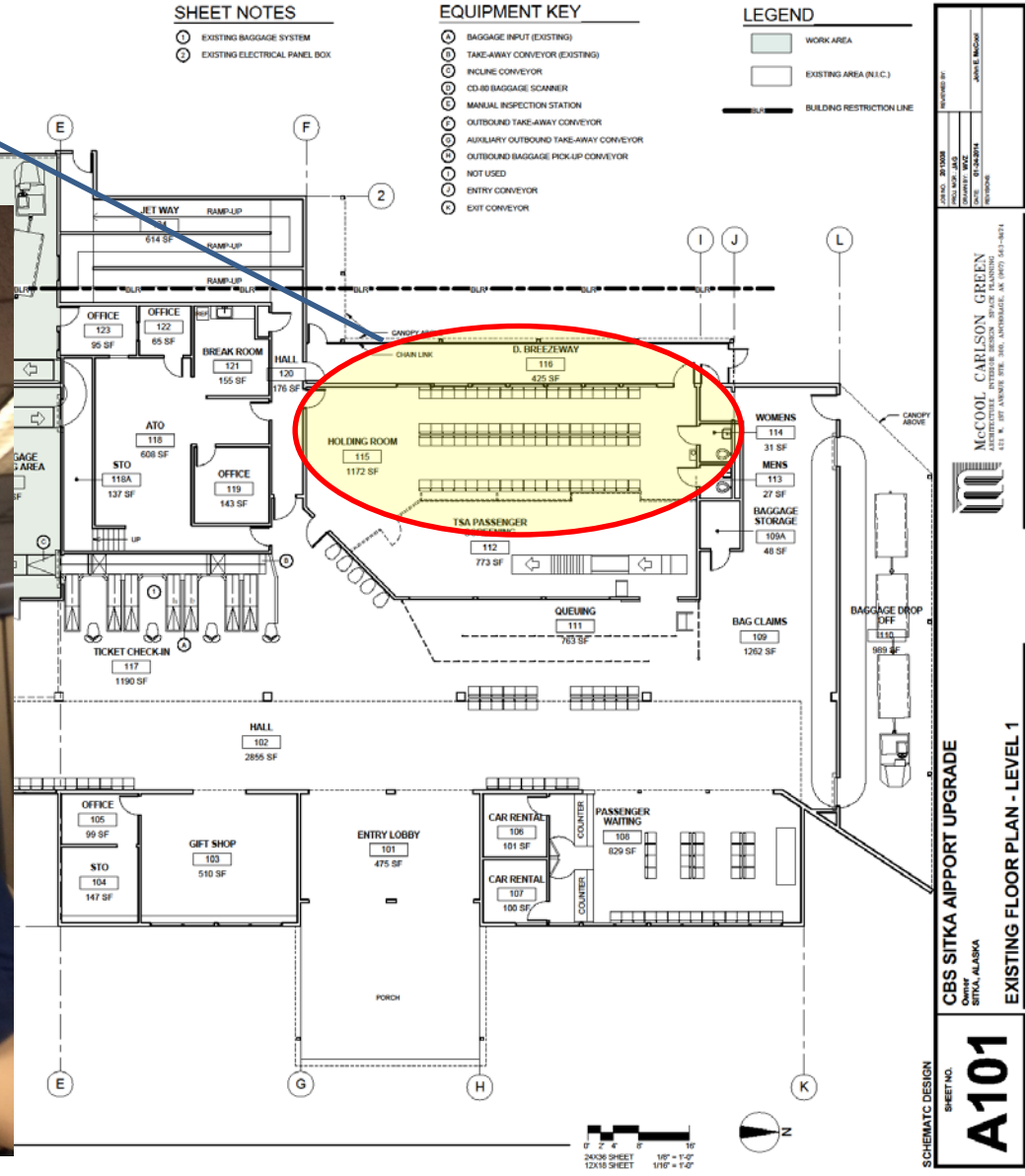


# Existing Baggage Claim Congestion



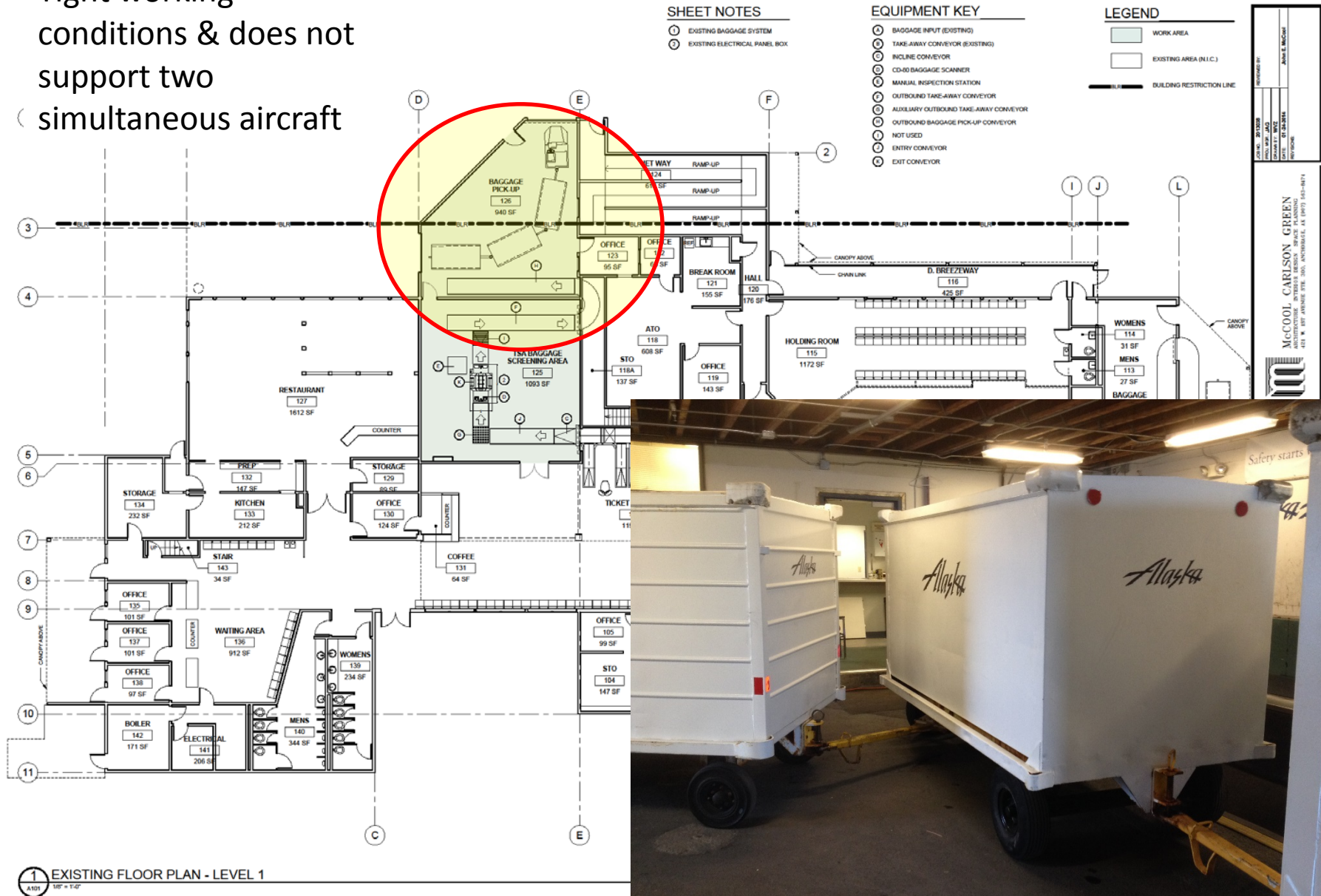
# Existing Departure Lounge

Too small for even one fully loaded 737

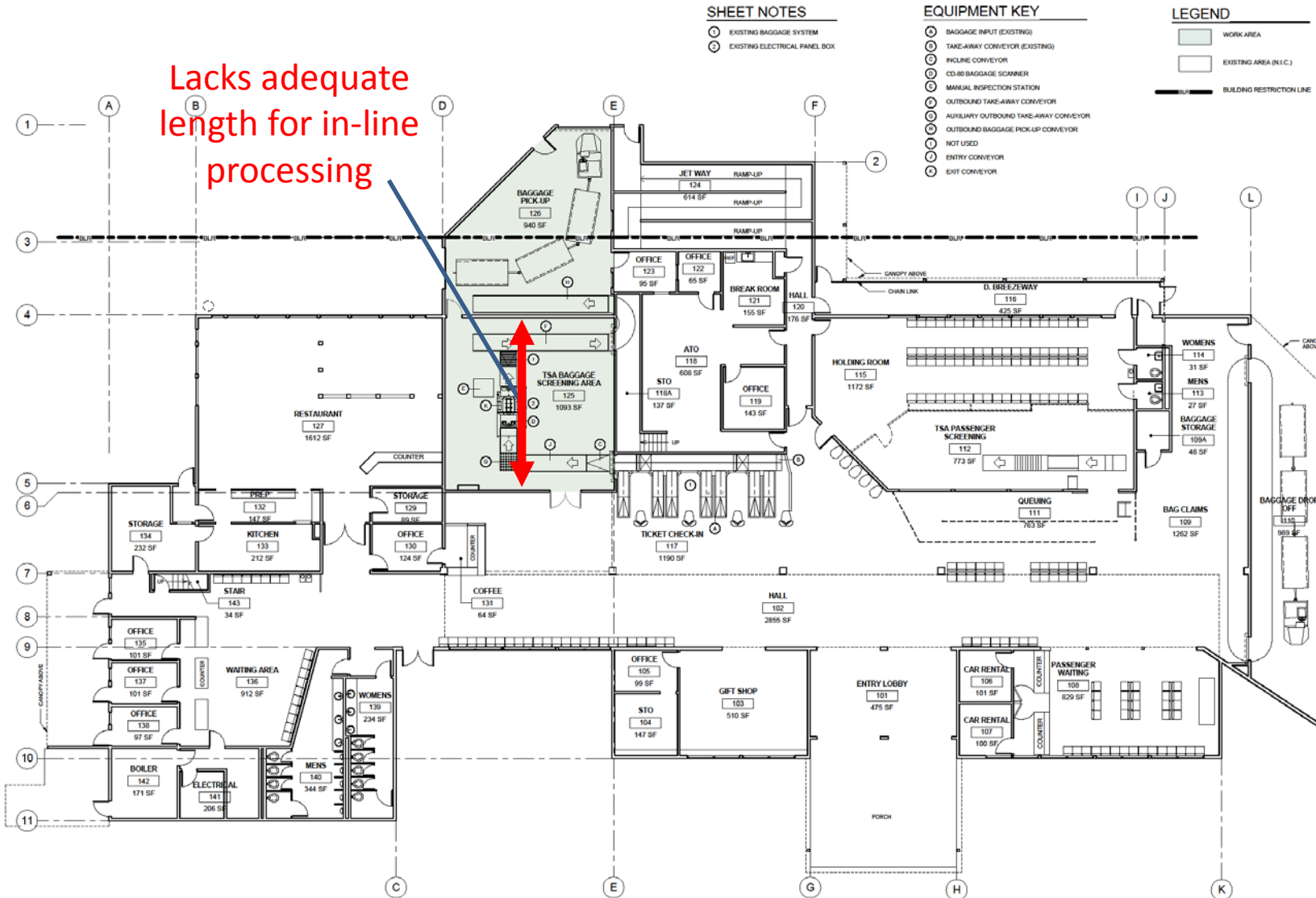


# Existing Baggage Makeup

Tight working conditions & does not support two simultaneous aircraft



# Baggage Screening



Lacks adequate length for in-line processing

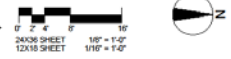
PROJECT NO. 2018-001  
 SHEET NO. A101  
 DATE: 07/20/2018  
 DRAWN BY: JAMIE BACON  
 CHECKED BY: JAMIE BACON  
 APPROVED BY: JAMIE BACON

**McCOOL CARLSON GREEN**  
 411 N. 307 AVENUE STE. 300, ANCHORAGE, AK 99501-5414

**CBS SITKA AIRPORT UPGRADE**  
 OWNER: SITKA, ALASKA  
**EXISTING FLOOR PLAN - LEVEL 1**

SCHEMATIC DESIGN  
**A101**

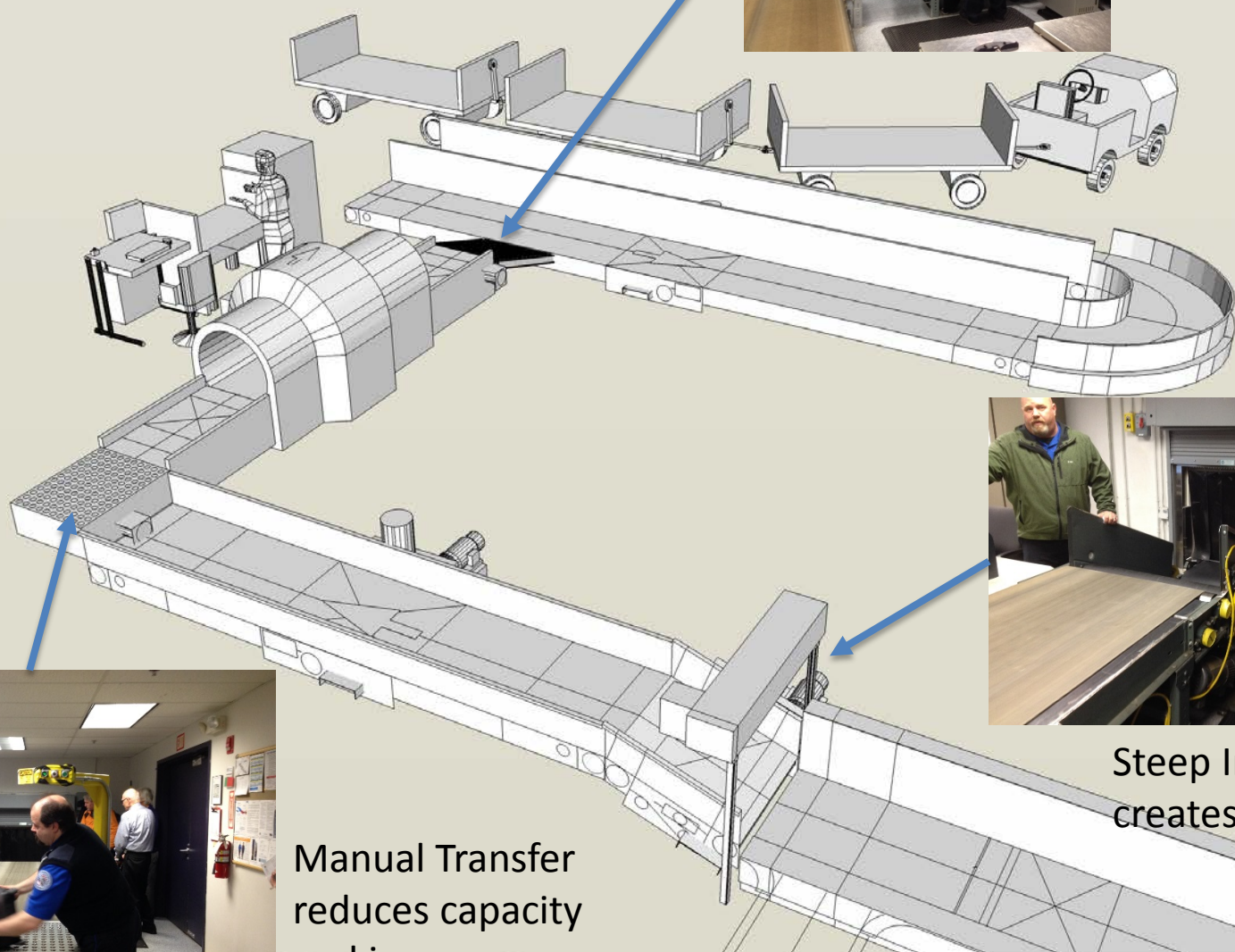
1 EXISTING FLOOR PLAN - LEVEL 1  
1/8" = 1'-0"



# Existing Baggage Screening



Manual Transfer reduces capacity and increases labor

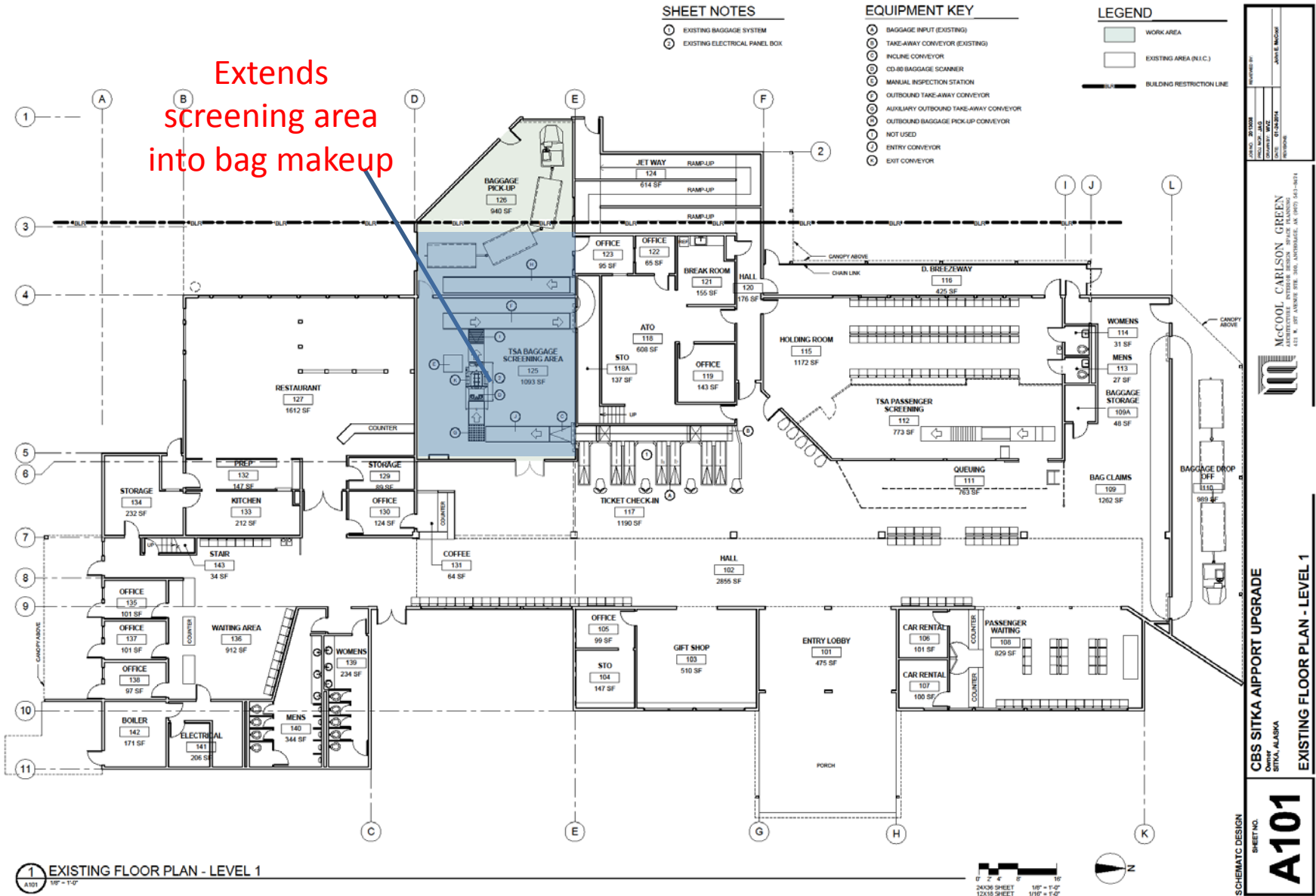


Steep Incline creates bag jams



Manual Transfer reduces capacity and increases labor

# Airside Bag Screening Expansion Option (preferred)





# Concept Design Solutions



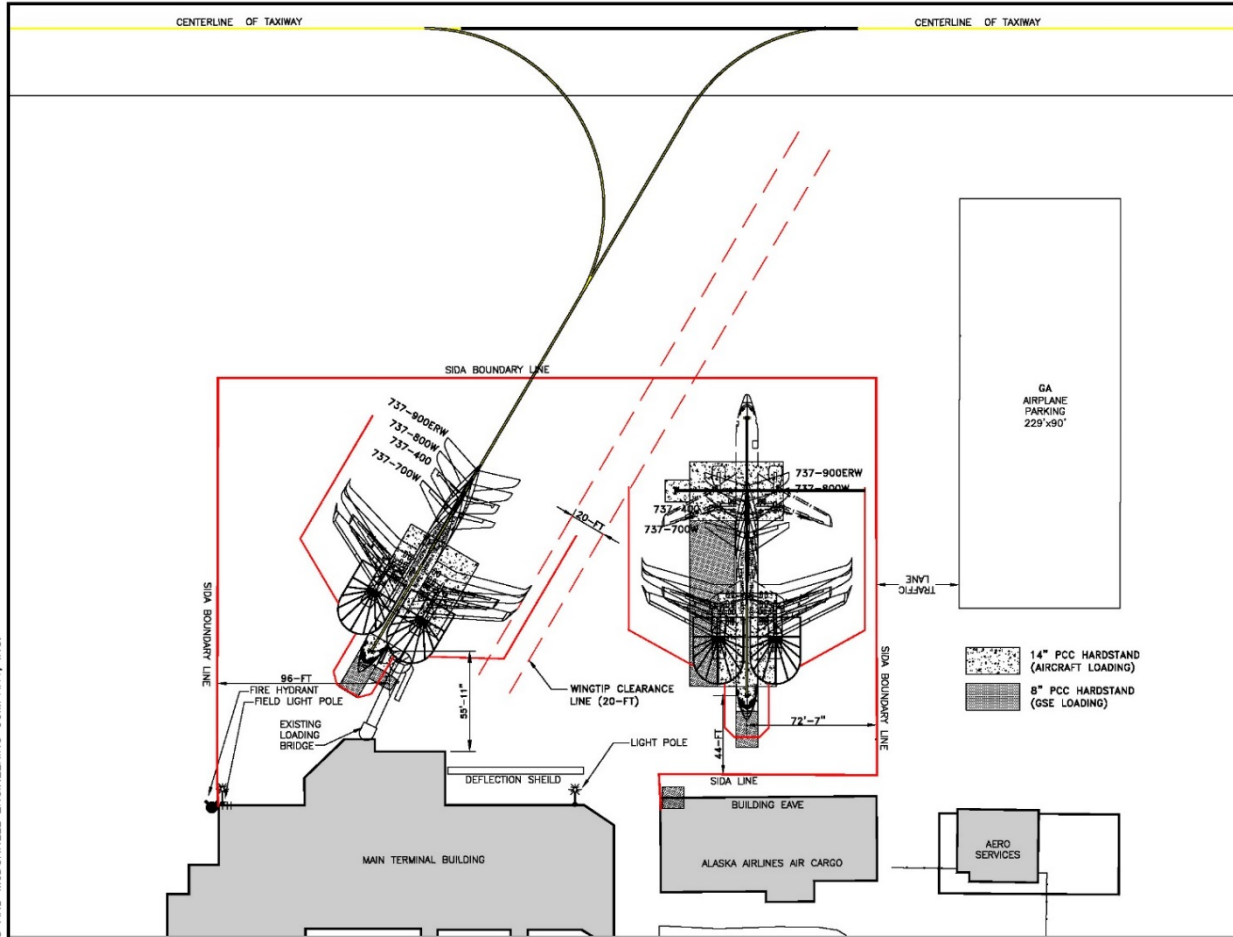
# Goals & Objectives

- **Baggage Makeup:** Improve safety of outbound bag makeup operations to accommodate two airlines simultaneously
- **Bag Screening:** Improve flow and processing capacity of TSA baggage screening
- **Concourse Congestion:** Reduce congestion and conflicts between circulation spaces and, ticketing/bag check queues, TSA screening queues and landside seating areas. Improve passenger flow to reduce cross traffic. Provide space for handling of fish boxes that does not increase terminal congestion.
- **Baggage Claim:** Reduce congestion at baggage claim area
- **Departure Lounge/Hold Room:** Expand departure lounge to better accommodate full and multiple flights
- **Budget:** Leverage PFC and other funding sources to minimize cost to the community
- **Café:** Maintain operation of the Nugget Café
- **Operational Costs:** Reduce operating costs for maintenance and operations
- **Community:** Create a welcoming gateway that reflects the values and culture of Sitka

# Existing Terminal Area



# Existing Aircraft Parking Plan



**NOTES:**

1. DRAWING DEPICTS EXISTING CONDITIONS AT THE TIME THE DRAWING WAS COMPLETED.
2. DRAWING FILE IS DRAWN TO SCALE - ELECTRONIC DRAWING FILE IS AVAILABLE.
3. THE FOLLOWING AIRCRAFT ARE AUTHORIZED TO OPERATE AT THIS STATION B737-400/400F/400C, B737-700W.
4. THE MD-80, B737-800W, AND B737-900ERW ARE AUTHORIZED TO OPERATE AT THIS STATION UNDER EMERGENCY CONDITIONS. THE LAYOUT WILL ACCOMMODATE THESE OTHER AIRCRAFT IF NEEDED UNDER ABNORMAL CONDITIONS.
5. SEE SHEET 3 FOR ALTERNATE CARGO POSITION. B737-400C/F ONLY AT THESE LOCATIONS.

**ALASKA AIRLINES - CARGO/MAIN TERMINAL**

SCALE: 1" = 60'



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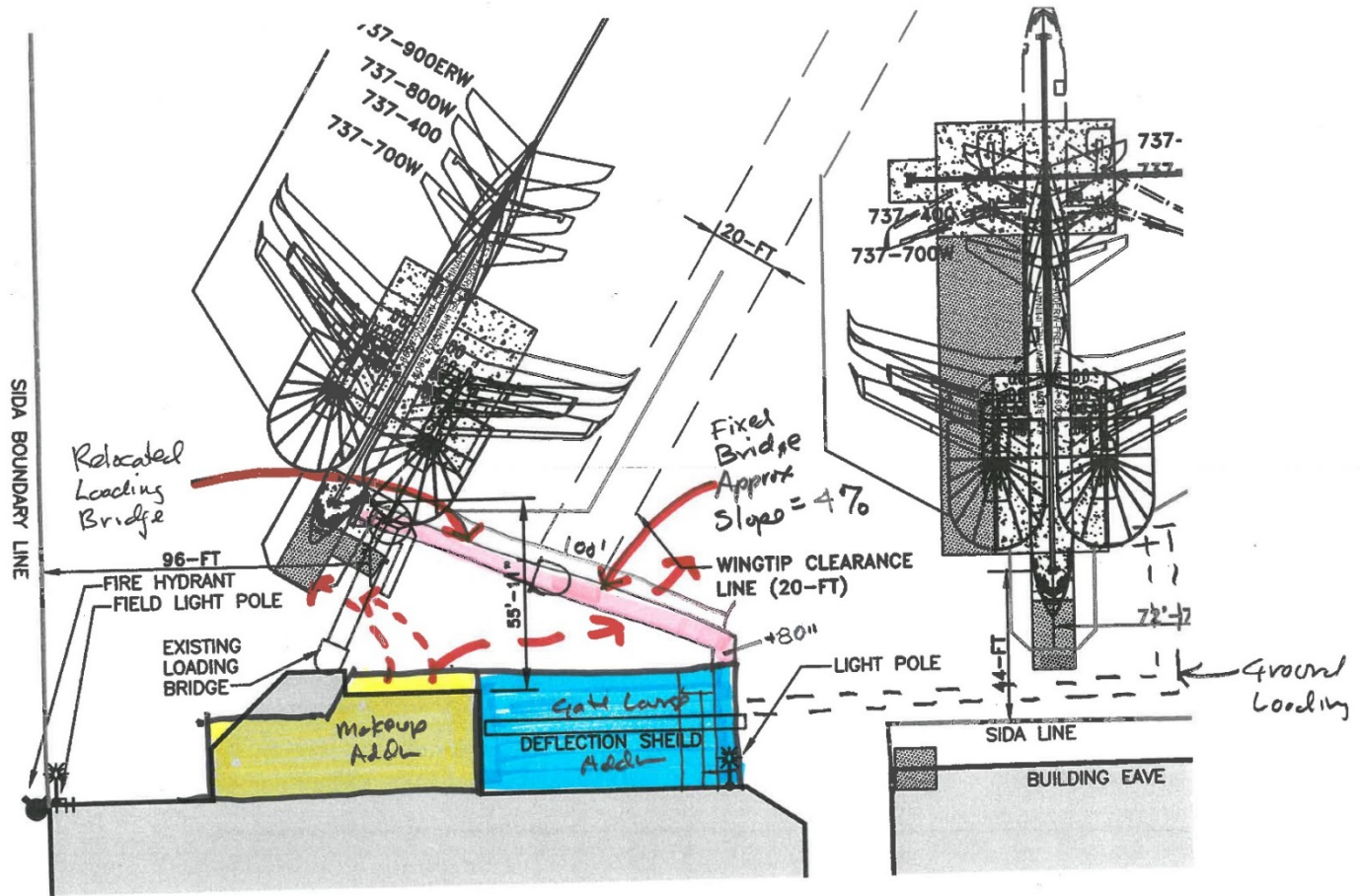
SITKA ROCKY GUTIERREZ AIRPORT  
SITKA, ALASKA

SIT-02 EXISTING AIRCRAFT PARKING  
AND MARKING PLAN

MARCH 2012

SHEET 2 OF 3

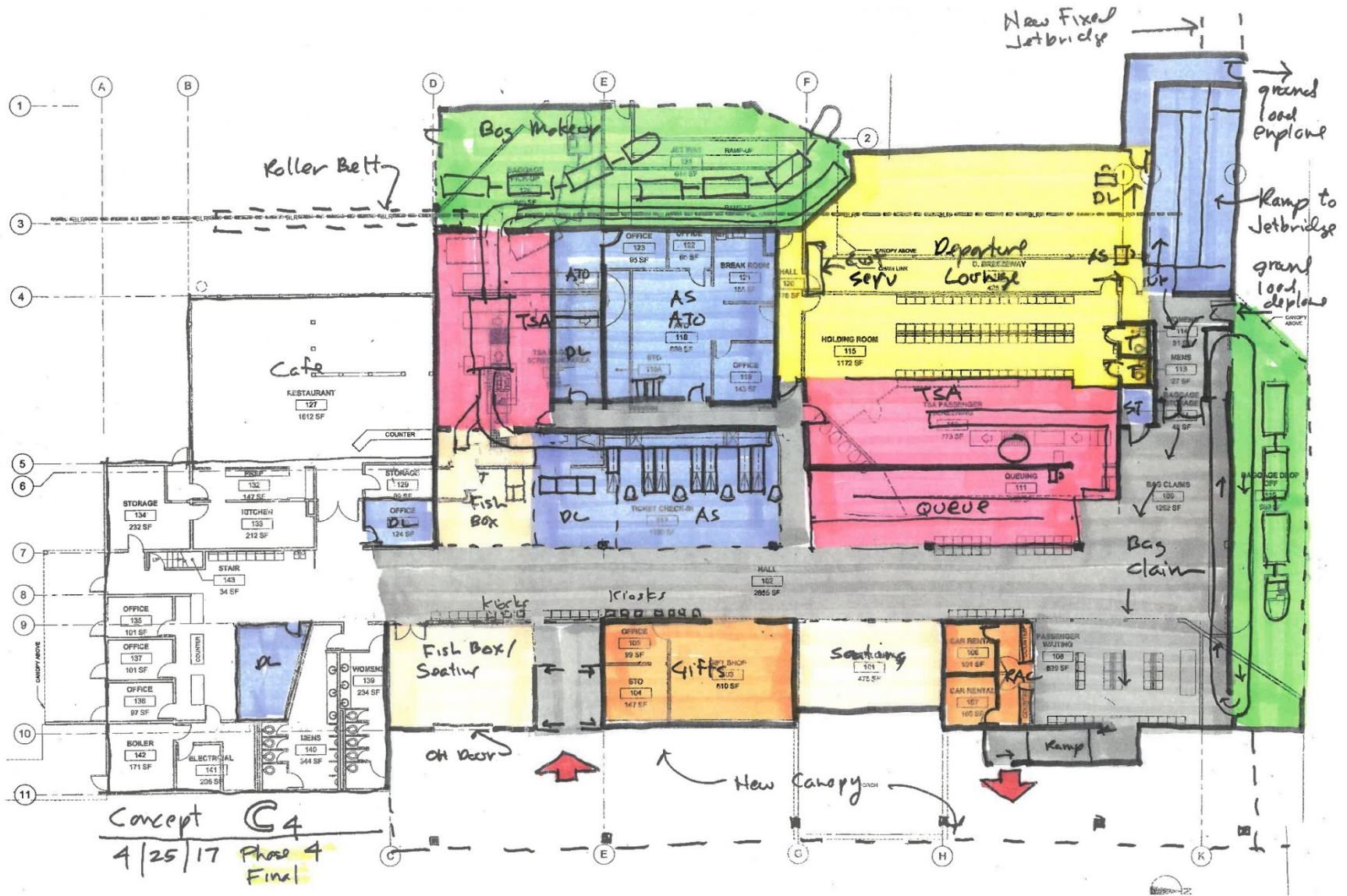
# Loading Bridge Concept



Optim C-130 Aircraft Parking

4/20/17

# Concept Floor Plan



## 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
- Relocating the jet bridge ramp provides **direct access to bag claim** and reduces cross traffic in the concourse
- **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
- The **full-length canopy** expands the weather-protected sidewalk and creates a dynamic new entry façade
- Views to the airfield from the **Nugget** and Departure Lounge is preserved

# Public Process Comment Summary

- Generally supportive of the proposed plan. Would like to do more if budget allows including:
  - Expand bag claim belt and area or consider relocating
  - Provide additional toilets & vending to departure lounge
  - Improve drop off and parking areas
    - Expand commercial curbside parking
    - Expand number of passenger parking spaces
    - Create dual parking lanes in front of terminal
  - Take a comprehensive look at long term needs at the terminal
  - Expand concourse to better address congestion issues
  - Investigate other funding/revenue sources



# Cost & Budget Analysis



# Budget Estimates

## **Estimated Project Cost**



## **Potential Funding Sources from the Preliminary Funding Plan**

# Proposed Schedule

- Assembly Approval: August 2017
- Design Development (65%): September 2017 - January 2018
  - Assembly Approval: January 2018
- Construction: Phased during winter seasons October – April 2018, 2019, 2020

# CITY AND BOROUGH OF SITKA

## Rocky Gutierrez Airport Terminal Improvements Project



Questions/Discussion