

NOTICE OF  
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO  
PASSENGER FACILITY CHARGES

**PROJECT 02-002 – Federal Inspection Services (FIS) Rehabilitation and Expansion**

Description:

This project includes the design and construction necessary for the rehabilitation and expansion of the Federal Inspection Services (FIS) Building. The existing FIS building consists of approximately 782,550 square feet, across three levels, and was constructed in 2005. This building will be rehabilitated and expanded by approximately 178,000 square feet, across four levels: 1) Basement level, 2) Arrivals Level, 3) Ticketing and Departures Level, and 4) Mezzanine and Airline Ticket Offices. The project will require the demolition of existing Terminal D/E garage complex parking facilities, relocation and reconfiguration of baggage handling systems, and the reconfiguration/redistribution of passenger functions across the expanded facility including security screening checkpoints, international processing, baggage inspections and sterile movement areas. This project includes relocating the existing MLIT functions of ticketing, roadway and curbside arrangements and Security Screening Check Point (SSCP) into the new and expanded facility.

The expanded and reconfigured FIS will provide the following:

- 12 international baggage claim carousels (10 sized at 240 linear feet and 2 sized for an A380, at 300 linear feet)
- 2 domestic baggage claim carousels (240 linear feet each)
- 18 SSCP ASL lanes (4 Pre-check included)

*FIS Rehabilitation.*

The FIS Rehabilitation includes demolition, rehabilitation and reconfiguration of the existing FIS building for improvements to the secondary processing, baggage claim hall, CBP administrative offices, airline ticket and baggage service offices, recheck area, restrooms, SSCP, Pedestrian Tunnel renovations to Terminal D and recheck SSCP, and concessions. Approximately 171,000 square feet are included in the rehabilitation and reconfiguration.

The Security Checkpoint expansion includes:

- Demolition of existing secure area concessions to accommodate new passenger corridor circulation;
- Vertical circulation modifications to include modifications to existing elevator, a new elevator, and new vertical recheck circulation escalator including demolition of the existing escalator;
- New baggage service office (BSO) including planning for interim BSO space;
- Phased reconfiguration of the TSA security checkpoint to accommodate an increase in security checkpoint lanes; and
- Reconfiguration of the ATO spaces to accommodate the security checkpoint expansion.

Baggage Handling System (BHS) Equipment Modifications include renovation of the existing baggage claim hall on Level 1 and baggage makeup area on the lower level for the installation of dual feeds. The project will include removal and replacement of the existing passenger baggage claim devices, baggage make-up, baggage screening with new upgrade sortation system, and automated baggage transfer from the FIS to Terminal D (MLIT).

*FIS Expansion.*

The project also includes the expansion of the FIS building to the west. Demolition of the Terminal D/E Garage complex is required to accommodate departure and arrivals, check in, ticketing and security functions necessary to service both Terminal D (MLIT) and Terminal E. The expansion includes the following construction: new arrivals and departures curbs, a new security checkpoint, new meeter / greeter area, new vertical circulation, and new concessions and retail.

This FIS expansion will consist of a four level building. Expansion on the first level includes mechanical areas. The second level expansion will provide for baggage claim facilities. The third and fourth level expansions will provide for passenger check in areas circulation spaces and airline offices.

The Federal Inspection Services (FIS) facility is owned by the Houston Airport System. The new construction of approximately 178,000 square feet is also known as the International Central Processor (ICP) which includes the consolidation of the international ticket counter location, security screening checkpoint, domestic baggage claim and meeter/greeter area. The facilities are leased on a common use basis, with the exception of certain ticket counter spaces. The new ticket counter spaces leased to United Airlines will be on an exclusive use basis. The new ticket counter spaces leased to the foreign flag carriers will be on a common use basis.

*Associated Exterior Landside Work included in this project.*

Landside work includes roadway modifications required for improved flow of vehicular traffic in and around the Terminal D (MLIT), and bypass lanes in front of the terminal. This exterior construction is located along North Terminal Drive in front of Terminal D and the transition to New Terminal C North, along with associated roadway utility work. The lanes are being expanded and realigned to provide lanes for bypass traffic and lanes for arriving and departing international traffic. All pavements will be constructed of portland cement concrete. This landside work includes new and updated signage and wayfinding.

The landside work also includes the construction of a new arrivals / departure curb area to increase curb capacity for private and commercial vehicles, new ramps as required on North and South Terminal roads for departures and arrivals, dedicated BHS corridor from FIS to Terminal C CBIS via a new underground tunnel along North Terminal Road, new basement level for inbound BHS, mechanical and electrical support spaces. This will require the multi-phased demolition of the existing parking garage including the existing exit ticket booth plaza and supporting office. This also includes the construction of a pedestrian circulation corridor from the new arrivals/departure curbs to the FIS meeter / greeter and ticketing and airline ticket office (ATO) space. New and renovated vertical circulation (elevators and escalators) at curb arrivals / departures curb area will move passengers to and from ticketing areas.

Justification:

This project will rehabilitate and expand the existing FIS facility to allow for current demand and future international passenger growth. Total passengers for international markets have more than quadrupled since the FIS facility opened in 2005. George Bush Intercontinental Airport (IAH) is the nation’s eighth busiest international gateway and the second fastest growing since the events of September 11, 2001. The FIS will replace all of the terminal processing functions of existing Terminal D.

The new building area will provide consolidated check-in for both Terminal D (MLIT) and Terminal E into a single facility. The expansion of the facility frees up space in the existing FIS facility to consolidate and expand the SSCP.

When the FIS was originally constructed in 2005, international enplanements at IAH were 3,497,596. At that time, there were 11 international carriers serving IAH. The concept for the FIS facility was to accommodate the increased international traffic passing through Terminals D and E (with 12 gates and 23 gates respectively). It originally had 80 FIS booths. In 2018, international enplanements had grown to 5,390,421 with over 20 international carriers serving IAH.

The need for additional passenger processing has also been analyzed for several years. The most recent analysis and basis for the design of this project was conducted in 2018. Based on that analysis, the peak month for Terminals D and E was July and the average day of that peak month was July 27<sup>th</sup>. The table below reflects the estimated number of arriving and departing passengers and flights on the average day of peak month for 2018 and forecasted for 2030 and 2035.

| <b>Average Day of Peak Month</b> |                            |                             |                         |                          |
|----------------------------------|----------------------------|-----------------------------|-------------------------|--------------------------|
| <b>Year</b>                      | <b>Arriving Passengers</b> | <b>Departing Passengers</b> | <b>Arriving Flights</b> | <b>Departing Flights</b> |
| 2018                             | 22,131                     | 22,078                      | 164                     | 158                      |
| 2030                             | 32,716                     | 32,528                      | 220                     | 206                      |
| 2035                             | 36,635                     | 36,510                      | 246                     | 229                      |

These forecasts supported the design of passenger processing facilities including the consolidated security screening checkpoint, CBP processing facilities, ticket counters and baggage claim devices.

The roadway modifications included in this project are based on a traffic study conducted by HAS in 2018-2019.

The current building was designed prior to the U.S. Customs and Border Protection (CBP) consolidation into one entity. The result is that the existing FIS facility now requires a major renovation and expansion to meet passenger demand, aircraft up-gauging, current code requirements, new CBP processing technologies and the need to replace and expand the building systems to meet current and future demand.

Project Implementation Date: February 2020  
Estimated Project Completion Date: December 2024

Project Eligibility

The estimated capital cost of this project is \$501,193,000. This estimate has been broken down into the various scopes of work included in this project, recognizing that the different scopes of work have different PFC eligibility.

PFC eligible costs included in this project:

- New FIS Expansion areas includes eligible terminal spaces as provided for in Table N-5 of the current AIP Handbook. These include new meeter/greeter areas, domestic baggage claim, ticketing and circulation spaces.
- High cost PFC eligible equipment include elevators and escalators, and baggage handling systems.
- PFC eligibility of the rehabilitation of existing spaces has been evaluated based on the specific area/item being rehabilitated. PFC eligible spaces include security screening checkpoint, CBP passenger processing areas, international baggage claim areas, circulation spaces, and vertical circulation.
- Roadway modifications for arrivals and departure lanes and curbs, and bypass lanes.
- Demolition of existing facilities to enable the FIS expansion and the roadway modifications.

Ineligible portions of this project to be paid for with airport funds:

- New FIS expansion includes ineligible terminal spaces as provided for in Table C-2 of the current AIP Handbook. These include concession spaces and airline ticket counters.
- Ineligible spaces included in the FIS rehabilitation scope include Airline, TSA, CBP and HAS offices and non-public circulation, concession spaces, and support spaces.
- Ineligible enabling work includes garage utilities and toll booth relocation, radio room and HAS offices.
- HAS Civic Art Program Costs.

The estimated total capital cost of this project is approximately \$501,193,000 with funding anticipated follows:

|                               |               |
|-------------------------------|---------------|
| PFC Funds – Pay-Go            | \$99,616,000  |
| PFC Funds – Bond Capital      | \$332,918,000 |
| Other/Local Funds             | \$68,659,000  |
| Total Estimated Capital Costs | \$501,193,000 |
| PFC Funds – F&I               | \$254,423,000 |
| Total PFCs Requested          | \$686,957,000 |

Changes to Aircraft Gates and Passenger Processing Facilities – The schedule provided below reflects the number of aircraft gates and passenger processing facilities (including ticket counter positions, baggage claim devices, security screening checkpoint lanes, and CBP processing

kiosks and agent positions) before and after the completion of this project and project 02-001.

| <b>George Bush Intercontinental Airport (IAH)</b>                          |   |     |            |                                 |         |            |
|--|---|-----|------------|---------------------------------|---------|------------|
| <b>Terminal D (MLIT), Terminal E and Federal Inspection Services (FIS)</b> |   |     |            |                                 |         |            |
| <b>PFC Projects 02-001 and 02-002</b>                                      |   |     |            |                                 |         |            |
| <b>Changes to Aircraft Gates and Passenger Processing Facilities</b>       |   |     |            |                                 |         |            |
|  | Existing - Before Expansion/Reconfiguration |     |            | After Expansion/Reconfiguration |         |            |
|  | Terminal D                                  | FIS | Terminal E | Terminal D                      | FIS/ICP | Terminal E |
| Aircraft Gates (Narrow Body Equivalent)                                    | 12  | N/A | 23         | 22                              | N/A     | 23         |
| Ticket Counters Positions  | 66  | N/A | 31         | 0                               | 108     | 0          |
| Security Screening Checkpoint Lanes  | 5   | 6   | 6          | 0                               | 18      | 0          |
| Baggage Claim Devices - Domestic   | 1   | 0   | 0          | 1                               | 2       | 0          |
| Baggage Claim Devices - International                                      | 0   | 10  | 0          | 0                               | 12      | 0          |