

NOTICE OF  
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO  
PASSENGER FACILITY CHARGES

**PROJECT 02-005 – Terminal A Baggage Handling System**

Description:

This project includes the design and construction for the recapitalization of the baggage handling system (BHS) in Terminal A at the George Bush Intercontinental Airport. The project includes the replacement of the existing eight (8) standalone Transportation Security Administration (TSA) screening machines at four (4) separate locations into a combined new Checked Baggage Inspection System (CBIS)/Checked Baggage Reconciliation Area (CBRA) area at the ramp level of the Terminal A North Concourse. This includes the construction of a new CBIS/CBRA enclosure and relocation of existing outbound makeup devices. It also includes the installation of new conveyors and controls to/from the CBIS to serve outbound bags for both the north and south concourses.

The new enclosure will be approximately 22,140 square feet (82' by 270'). It will be one level in height and located adjacent and under the current Terminal A Building Concourse parapet height. The construction material includes structural steel, concrete, metal wall panel system and a roofing membrane.

This terminal modifications include required changes to baggage conveyor components, mechanical, plumbing, electrical, structural, and telecommunications infrastructure to provide for the installation of Explosive Detection System (EDS) within the baggage screening area, Explosive Trace Detection (ETD) systems in the Checked Baggage Resolution Areas (CBRA), and applicable CBIS hardware and software for use with a checked baggage in-line baggage screening system.

This project includes the removal of the baggage screening equipment which is currently located behind the ticket counters. When the baggage screening equipment was installed after 9/11, the ticket counters and baggage take-away belts were “pushed out” into the passenger queuing and circulation spaces in order to make room behind the take-away belts for the screening equipment. This project provides for the installation of the new baggage take-away conveyors and the relocation of the existing ticket counters back to their pre-9/11 location. This will result in recovery of the passenger queuing and circulation spaces.

This project was designed in accordance with TSA Planning Guidelines and Design Standards (PGDS) Version 5.0 dated July 16, 2015. The TSA approved the design on January 11, 2018. This project does not include the acquisition, delivery or installation of any security screening equipment. Furnishing, delivering, installation and testing of all security screening equipment is the responsibility of the TSA.

Terminal A is served by the following nine air carriers: Air Canada, Alaska Airlines, American Airlines, Boutique Air, Delta Air Lines, Frontier Airlines, Jet Blue Airlines, Spirit Airlines and Westjet Airlines.

Justification:

The existing baggage handling systems and related assets that serve Terminal A are obsolete and in need of modernization. The system was originally installed in 2003/2004. The project will improve throughput capacity. It will modernize the airport terminal building infrastructure to accommodate new TSA EDS equipment located within the CBIS. Additionally, by relocating the existing TSA screening machines, this project will allow for additional passenger ticket counter queuing space in Terminal A.

Estimated Project Implementation Date: March 2020

Estimated Project Completion Date: August 2022

Project Eligibility

The total estimated cost of this project is \$86,572,000. TSA OTA grants were secured for this project but limited to a total of \$50,101,164. PFCs are requested to fund the remaining eligible costs. The estimated cost of this project does include an estimate for possible environmental remediation as well as a contingency. Those cost estimates programmed to be funded using local airport funds.

The estimated total capital cost of this project is approximately \$86,572,000 with funding anticipated follows:

PFC Funds – Pay-Go	\$1,601,000
PFC Funds – Bond Capital	\$30,423,000
Other/Local Funds	\$54,548,000
Total Estimated Capital Costs	\$86,572,000
PFC Funds – F&I	\$23,250,000
Total PFCs Requested	\$55,274,000