

# Town of Addison Airport Customs and Border Protection Site Alternatives and Cost Analysis Executive Summary

July 11, 2017



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## Scope Site Alternatives & Cost Analysis



**Stand-alone FIS**  
(not included in a lease area)

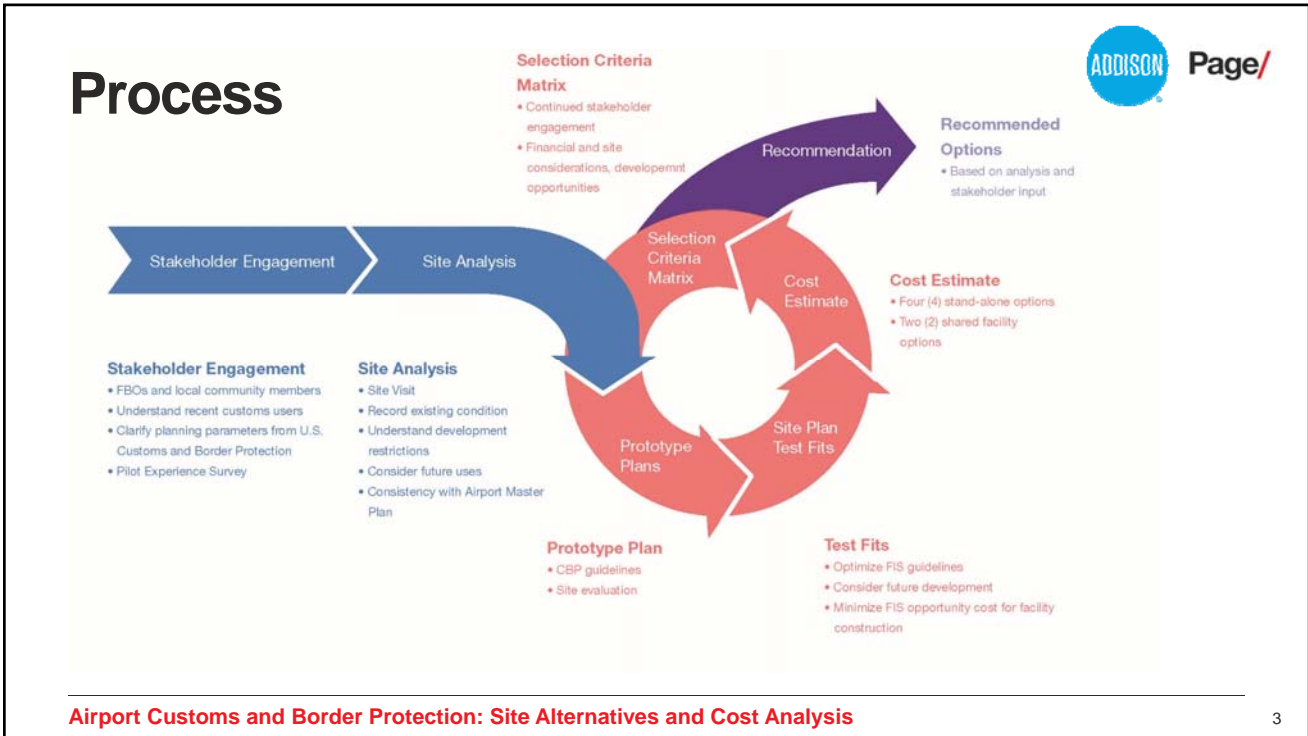
- Option 01A:** Jetport Site - Existing building renovation for Federal Inspection Services (FIS)
- Option 01B:** Jetport Site - New stand-alone FIS facility
- Option 02:** Midfield Site - New stand-alone FIS facility
- Option 03:** SE Quadrant Site - New stand-alone FIS facility

**+ Admin Offices**

- Option 02A:** Midfield Site - New stand-alone FIS facility + Airport Administration Offices (one-story buildings)
- Option 02B:** Midfield Site - New stand-alone FIS facility + Airport Administration Offices (two-story building)

**Co-located FIS**  
(included in a lease area)

- Option 04:** Request for Proposal (RFP) for New FIS facility co-located with a Fixed Base Operator (FBO)



# Stakeholder Engagement

## Participants

- **Users of Addison Airport existing Federal Inspection Services (FIS)**
- **Addison Airport Fixed Base Operators (FBO)**
  - Addison Jet Center*
  - Atlantic Aviation*
  - Million Air*
- **Community Partners**
  - Council Members*
  - Residents*
- **U.S. Customs and Border Protection (CBP)**

## Feedback

**Key Considerations:**

- **Customer Service**
  - Attitude of CBP Officer*
  - Waiting and Processing Environment*
- **Efficiency**
  - Convenient Ramp Access*
  - Adequate Ramp Area*
  - Minimize Taxiing/Towing*
- **Convenience**
  - Enable aircraft servicing on ramp*
  - Direct access to ground transportation*

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# Site Analysis

- Consistency with the Airport Master Plan
- Existing conditions
- Development restrictions
- Confirmation of existing utilities and capacities
- Consideration of future uses
- Land opportunity costs
- Flexible planning for optimal use
- Site access



Airport Customs and Border Protection: Site Alternatives and Cost Analysis

# Cost Estimate Summary

<u>Jetport Facility Renovation for FIS</u> Option 01A	
Facility + Site .....	\$ 2,920,297
Airfield Ramp .....	\$ 1,445,000
Demolition Costs .....	\$ 40,500
Design Fees .....	\$ 613,250
<b>TOTAL .....</b>	<b>\$ 5,019,047</b>
<i>*Assume \$7,500 annual operating expenses (utilities, janitorial, general maintenance)</i>	
<i>** Design estimates include surveying, geotechnical engineering, and reimbursable expenses</i>	
<i>*** \$1,867,000 additional for renovation of remaining existing building for tenant lease</i>	

<u>Jetport New Stand-Alone FIS</u> Option 01B	
Facility + Site .....	\$ 2,489,346
Airfield Ramp .....	\$ 1,445,000
Demolition Costs .....	\$ 108,660
Design Fees .....	\$ 580,250
<b>TOTAL .....</b>	<b>\$ 4,623,256</b>
<i>*Assume \$7,500 annual operating expenses (utilities, janitorial, general maintenance)</i>	
<i>** Design estimates include surveying, geotechnical engineering, and reimbursable expenses</i>	

Airport Customs and Border Protection: Site Alternatives and Cost Analysis



# Cost Estimate Summary

## Midfield New Stand-Alone FIS Option 02

Facility + Site .....\$ 2,559,261  
 Airfield Ramp .....\$ 1,445,000  
 Demolition Costs .....\$ 180,486  
 Design Fees .....\$ 580,250

**TOTAL ..... \$ 4,764,997**

*\*Assume \$7,500 annual operating expenses (utilities, janitorial, general maintenance)*

*\*\* Design estimates include surveying, geotechnical engineering, and reimbursable expenses*

## SE Quadrant New Stand-Alone FIS Option 03

Facility + Site .....\$ 2,508,455  
 Airfield Ramp .....\$ 1,445,000  
 Demolition Costs .....\$ 0  
 Design Fees .....\$ 580,250

**TOTAL ..... \$ 4,533,705**

*\*Assume \$7,500 annual operating expenses (utilities, janitorial, general maintenance)*

*\*\* Design estimates include surveying, geotechnical engineering, and reimbursable expenses*



# Cost Estimate Summary

## Midfield New Stand-Alone FIS + Airport Administration Offices (one-story buildings) Option 02A

Facility + Site .....\$ 4,024,463  
 Airfield Ramp .....\$ 1,445,000  
 Demolition Costs .....\$ 180,486  
 Design Fees .....\$ 756,250

**TOTAL ..... \$ 6,406,199**

*\*Assume \$7,500 FIS annual operating expenses (utilities, janitorial, general maintenance)*

*\*\* Design estimates include surveying, geotechnical engineering, and reimbursable expenses*

## Midfield New Stand-Alone FIS + Airport Administration Offices (two-story building) Option 02B

Facility + Site .....\$ 4,210,721  
 Airfield Ramp .....\$ 1,445,000  
 Demolition Costs .....\$ 180,486  
 Design Fees .....\$ 756,250

**TOTAL ..... \$ 6,592,457**

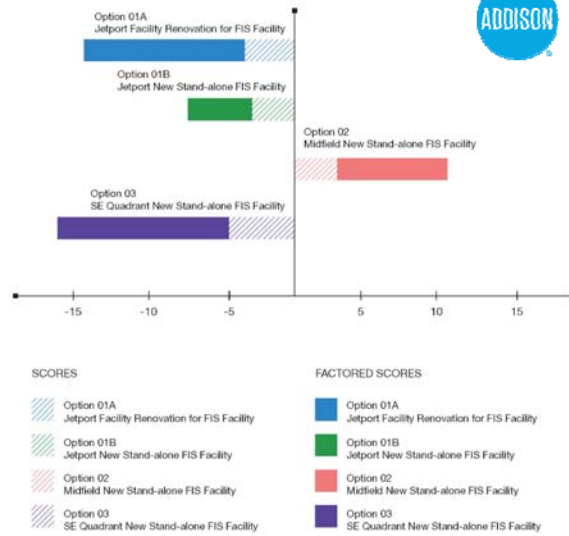
*\*Assume \$7,500 FIS annual operating expenses (utilities, janitorial, general maintenance)*

*\*\* Design estimates include surveying, geotechnical engineering, and reimbursable expenses*

# Evaluation Matrix



- Evaluation of stand-alone FIS options (not included in a lease area)
- Evaluation Criteria
  - Financial**
    - Capital Expenses
    - Ongoing Operating + Maintenance Expenses
    - Opportunity Costs
  - Location**
    - Access
    - Visibility Potential
    - Impact on FBOs
  - Availability/Operational**
    - Control/Ownership
    - Planning Potential
    - Operations
- Influenced by feedback from stakeholders



# Recommendation



<u>Jetport Facility Renovation for FIS</u> Option 01A	<u>Jetport New Stand-Alone FIS</u> Option 01B	<u>Midfield New Stand-Alone FIS</u> Option 02	<u>SE Quadrant New Stand-Alone FIS</u> Option 03
<b>Financial</b>	<b>Financial</b>	<b>Financial</b>	<b>Financial</b>
Capital Expenses .....-1.5	Capital Expenses .....-1.5	Capital Expenses .....-2.0	Capital Expenses ..... 0.5
Ongoing Operating + Maintenance ..... 0.0	Ongoing Operating + Maintenance ..... 0.0	Ongoing Operating + Maintenance ..... 0.0	Ongoing Operating + Maintenance ..... 0.0
Opportunity Costs .....-5.0	Opportunity Costs .....-2.5	Opportunity Costs ..... 5.0	Opportunity Costs .....-5.0
<b>Location</b>	<b>Location</b>	<b>Location</b>	<b>Location</b>
Access .....-0.5	Access .....-1.0	Access ..... 1.5	Access .....-1.5
Visibility Potential ..... 0.0	Visibility Potential ..... 0.0	Visibility Potential ..... 0.0	Visibility Potential ..... 0.5
Impact on FBOs.....-1.0	Impact on FBOs.....-1.0	Impact on FBOs ..... 0.0	Impact on FBOs.....-1.0
<b>Availability/Operations</b>	<b>Availability/Operations</b>	<b>Availability/Operations</b>	<b>Availability/Operations</b>
Control/Ownership.....-5.5	Control/Ownership.....-0.5	Control/Ownership ..... 6.0	Control/Ownership.....-6.0
Planning Potential..... 0.0	Planning Potential..... 0.0	Planning Potential ..... 0.0	Planning Potential.....-2.0
Operations .....-1.0	Operations .....-1.0	Operations ..... 1.0	Operations .....-2.0
<b>TOTAL .....-14.5</b>	<b>TOTAL .....-7.5</b>	<b>TOTAL .....+11.5</b>	<b>TOTAL .....-16.5</b>

# Recommendation



## Midfield Site - New Stand-Alone Federal Inspection Station Facility Option 02

- Capital expense comparable to other options
  - Lowest opportunity cost
  - Flexible planning potential
  - Adequate site area available for additional development
  - Minimal impact on future development plans
  - Central location offers convenient access and minimizes taxiing/ tugging
  - Consistent with Airport Master Plan
- 
- Option available for combining airport administration offices for added operational efficiency

# Additional Options



## Midfield Site - New Stand-Alone FIS + Airport Administration Offices Options 02A/02B

- Site Analysis concludes that this is a viable option
- Adjacent location to FIS = efficiencies for user-fee processing
- Location of offices on the airfield
- Savings of existing lease
- Potential for TxDOT Aviation "Airport Terminal Grant Program" participation  
(50% cost up to \$500,000)

# Additional Options



## RFP for New FIS Facility co-located within an FBO Lease Area

### Option 04

- Stakeholder engagement concludes that this is a viable option
- CBP takes no exception
- All FBOs communicated interest in responding
- FAA's Airport sponsor Grant Assurances (regarding exclusive rights) will require a public RFP
- Potential for funding assistance from RFP respondents
- Potential impact on FBOs not awarded co-location
- Potential loss of design control, subject to selected project delivery method
- Potential airside congestion due to adjacent functions, subject to proposals

# Funding Options and Opportunities



- TxDOT Land Reimbursement – 2013-14 Purchases of Wiley Post and Glenn Curtiss properties
- Airport Fund Reserves – maintaining 25% balance per policy
- Bond Funds – Certificates of Obligation
- User Fees – Per clearance charges based on aircraft weight; regulated garbage disposal; overtime charges
- User Contributions – FBOs, international operators
- Fuel Flowage Fee surcharge (temporary) on Jet-A
- Special Assessment on FBOs / International operators

# Questions for Council Consideration

*Does Council agree with Recommendation?*

- Midfield stand-alone FIS
- Add Airport Administration Office?
- If yes,
  - Engage architect to design the facility
  - Coordinate design with Customs and Border Protection
  - Determine probable construction cost
  - Explore funding options/opportunities
  - Seek Council approval

*If Council does not agree with Recommendation, how should Staff proceed?*

- Co-located with FBO? On or off lease site.
- Request for Proposal required

# Discussion / Questions

