DEPARTMENT OF AIRPORTS
BOARD MEETING

18 June 2014

AGENDA

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18 June 2014

CONSENT AGENDA

Salt Lake City
Department of Airports

SALT LAKE CITY DEPARTMENT OF AIRPORTS
BOARD MEETING AGENDA
18 June 2014
8:00 A.M.

CONSENT AGENDA

A. Minutes of the 21 May 2014 Meeting

DISCUSSION ITEMS

B. TRP Project Review – Mike Williams, TRP Program Director
- Site Plan
- Project Team
- Budget and schedule

C. Preliminary Construction – Mike Williams, TRP Program Director
- Contractor Prequalification's
- Test Piles
- Field Office
- Current Work

D. Landside Design (Rental Car Facilities and Parking Garage) – Alan Bright, Design Principal, HOK San Francisco
- South Parking Lot
- RSS and QTA
- Ready Return Spaces
- Garage and Gateway Center

E. Terminal Design – Alan Bright, Design Principal, HOK San Francisco
- Level 1 – Customs and Immigration (CBP), Secondary Screening, Maintenance Areas
- Level 2 – Bag Claim, Meeter-Greeter Area, Checkpoint, Concessions, Restrooms, Pet Relief Areas, Smoking Rooms
- Level 3 – Ticketing, Airport Office and Conference Center, Delta Skyclub

F. Sustainability Initiatives – Mike Williams, TRP Program Director
- LEED Scorecard
- Ground Service Equipment
- PV/Solar Farm Planning

INFORMATION ITEMS

A. Financial Statements – April 2014
B. Air Traffic Statistics – April 2014
C. Comparison of On-Time Operations – March and April 2014
D. Construction Report – May 2014

The next meeting will be held on **Wednesday, August 6, 2014,** at 8:00 a.m. Meetings are held in the Board Room located on the third level of the short-term parking garage. People with disabilities may make requests for reasonable accommodations no later than 48 hours in advance in order to attend this Airport Board Meeting. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions or additional information, please contact LuJean Christensen at 801-575-2096.

DEPARTMENT OF AIRPORTS
BOARD MEETING

18 June 2014

MINUTES

SALT LAKE CITY DEPARTMENT OF AIRPORTS
MINUTES OF ADVISORY BOARD MEETING

21 May 2014

Members Present:	Natalie Gochnour – Chair Igor Best-Devereux Mickey Gallivan David Ibarra J.T. Martin Russ Pack Larry Pinnock Mike Zuhl
City Council:	James Rogers
Mayor's Office:	David Everett
Excused:	Wayne Holland
Department of Airports:	Maureen Riley, Executive Director John Buckner, Director Administration & Commercial Services LuJean Christensen, Management Support Coordinator Eddie Clayson, Facilities Maintenance Superintendent Carol Dean, Financial Reporting Manager Barbara Gann, Director of Public Relations/Marketing Steve Jackson, Operations General Aviation Manager Dave Korzep, Superintendent Terminal/Landside Operations Marco Kunz, Attorney, SLCDA Steve Marlovits, Chief of Police Allen McCandless, Director of Planning Joel Nelson, Property Manager Connie Proctor, Superintendent Security Operations Kevin Robins, Director of Engineering Mike Williams, TRP Program Director

Chair Natalie Gochnour called the meeting to order at 8:00 a.m.

AGENDA

A. Minutes

The motion was made by James Rogers and seconded by Igor Best-Devereux to approve the minutes of 19 March 2014 with one correction in Discussion Item B, Director's Report, to change the spelling of Ms. De Voeller's last name. All votes were affirmative; motion passed.

B. Utah Airport Operators Association (UAOA) Award of Excellence

Jim Petersen, Director of Airports for Tooele County and President of Utah Airport Operators Association (UAOA) recognized the contributions made by the Salt Lake City Department of Airports to the UAOA. Petersen presented the President's Award of Excellence to Utah Aviation to Maureen Riley.

C. Director's Report

Maureen Riley, Executive Director, updated the Airport Advisory Board regarding current events.

- Riley congratulated Gochnour on receiving the 2014 Tough Cookie Award from the Girl Scouts of Utah at a dinner held on March 6. In recognition, the Board members received Girl Scout cookies.
- Passenger activity increased in March by 3.4%. This increase is in addition to the 4% increase that was experienced in February, so passenger traffic is on the rise. Riley stated that the surge in traffic has resulted in many food and beverage concessions showing record-breaking gross revenues. For the month of March, Market Street Grille had the highest gross revenue of any food and beverage outlet, followed by Gordon Biersch.
- Delta Air Lines reported profit of $10.6 billion or a net profit $2.7 billion for 2013. Delta further expects profits to continue to rise, as it adds new planes to its fleet to help control costs.
- Riley reminded the Board that the June 18 meeting will be a 4 hour retreat and discussions will include smoking rooms, rental car project design, and other components of the Terminal Redevelopment Program.
- David Everitt addressed the current taxi situation and updated the Board members. Yellow, Ute, and City are still operating in Salt Lake City under a 30 day waiver provision. Salt Lake City is currently in the process of evaluating how to accommodate the new transportation networking companies while maintaining a strong and consistent taxi cab service.

Gochnour raised the question of whether the taxi issue is a City or Airport issue. Everitt responded that it is a City issue and the Airport is charged with enforcing the ground transportation regulations for Salt Lake City.

Discussion ensued regarding the impact the transportation networking companies will have and the best way to navigate and accommodate them while maintaining excellent ground transportation for the City. Mike Zuhl made the recommendation to add this item to the June agenda, if possible, for further discussion. Everitt responded that recommendations will be presented to the City Council for consideration. Russ Pack questioned whether the City ordinance states the Airport will manage the taxi service or if it was designated by the Mayor.

Riley responded that the department to manage the service is designated by the Mayor. Marco Kunz responded that the Mayor is authorized by City ordinance to designate a department director to administer and enforce the ground transportation ordinances. The Mayor designated the director of the Salt Lake City Department of Airports.

D. Regulatory Framework – Fixed Based Operators (FBOs)

Scott Lewis, Managing Partner at Anderson & Kreiger LLP, presented to the Board the legal framework for FBOs operating at commercial service airports.

Lewis discussed the following issues:

- Federal compliance requirements for FBOs
- The Airport's participation in the Airport Improvement Program (AIP) is conditional upon the Airport's agreement to comply with federal grant assurances. One of those grant assurances requires the Airport to make access to airports reasonably available to aeronautical users, which include FBOs, on fair and reasonable terms, without unjust discrimination.
- That grant assurance prohibits the City, as the Airport's sponsor, from granting an exclusive right to any FBO through a contract or by creating a "tilted playing field" that restricts competition. The assurance that an airport will not grant an exclusive right is enforced vigorously by the FAA. If the FAA finds that the City has granted an exclusive right in violation of the grant assurances, a consequence would be a denial of AIP eligibility.
- Complaints by an FBO that it has been denied access or treated unfairly, and that an exclusive right has been granted to a competitor, dominate the FAA enforcement docket. The reason is if an FBO is able to obtain and maintain a monopoly, it can be very profitable, particularly in the sale of aviation fuel.
- Airports that have available space and the market demand to support a second FBO must engage in reasonable efforts to procure a second FBO. Supporting rationale for such an obligation include (1) requirements to comply with federal grants assurances; and (2) prudent management practices, which promote competition for the benefit of the aviation community served by the FBOs.

Lewis stated that the Airport has received expressions of interest from FBOs that want to enter the SLC market, and compete with the incumbent FBO, which currently has a monopoly.

Zuhl inquired as to the number of airports, the size of Salt Lake City, with only a single FBO. Lewis replied that he did not have that data available but there are airports that have a single FBO. The reason they have only one FBO is they do not have available space or the economics will not support a second FBO.

Larry Pinnock questioned if the responsibility to do an economic study lies with the Airport. Michael Hodges replied the FAA's position is if there is land available and an FBO provider can meet minimum standards, the Airport does not have the right to say no. Lewis replied that the Airport will set the minimum standards and will utilize a RFP procurement process to select the best qualified FBO provider.

Gochnour requested examples of where an Airport failed to adhere to the standards and the federal funds were taken away. Lewis stated that it is very rare that an airport is cited for a compliance violation and doesn't cure it. If cited for a violation that is subsequently cured, an airport will retain its eligibility for federal grants.

J.T. Martin inquired about what decisions need to be made, what are best practices, and what is the most transparent way for those decisions to be made. Lewis stated that engaging in a transparent public procurement process where the opportunity is publically advertized, conditions are disclosed, and selection is made objectively on fair terms are all examples of best practices.

E. FBO Feasibility Study

Michael Hodges, President and Chief Executive Officer at Airport Business Solutions (ABS), presented to the Board an FBO Feasibility Study (presentation on file).

The presentation included:

- Salt Lake Dept. of Airports project overview
- Economic feasibility study of an additional FBO at SLC
- Fuel volume growth trends
- SLC market demand and property available for an additional FBO
- Review of greenfield sites, entire airfield complex, and other land use planning
- Leasehold consolidation opportunities and lease termination issues
- FAA and other regulatory restrictions
- Conclusions for next steps

Zuhl requested clarification in regards to the history of a second FBO operating at the Airport. Riley responded that the Salt Lake Jet Center was acquired by Million Air, which was acquired by TacAir. Pack stated that at one time the Airport had seven FBOs. Leaseholds were consolidated over time, as leases did not expire concurrently. For many years the Airport's business plan for FBOs was to have two operators, which would allow for competition, and allow each provider to have adequate leasehold, frontage, and hangar space.

Discussion ensued regarding trends in the FBO industry, consolidation of the markets, and the finite term leases associated with the FBO industry. Hodges stated that the consolidation of the SLC market occurred because it was economically more attractive to acquire the competition and to monopolize the market because of the financial returns. Zuhl commented that in the history of the Airport, there has typically been competition with more than one FBO. Hodges remarked that when TacAir purchased Million Air, it was buying it not for the real estate, but for the business market share predominately driven by fuel sales. The main profit center for the FBO is fuel.

Pinnock inquired how to protect the Airport against having the consolidation of the FBOs happen again. Lewis stated that you can lease under terms that allow the Airport to reject a proposed merger. Lewis stated that when TacAir acquired the Salt Lake Jet Center, a communiqué was issued to the Salt Lake Jet Center and its buyer to emphasize that the leases were near their end,

and there should be no expectation that those leases would be extended or renewed beyond their expiration date of 2015.

Zuhl requested an explanation on the statement that a second FBO would generate significant new jobs and investment at SLC. Lewis stated that the needs of a second FBO to meet the requirements and demands of competition are generally greater than the investment for an incumbent expanding its own leasehold areas. A new operation would have to staff up and provide a base of personnel to meet the operational needs of a second FBO.

Pack questioned if the FAA would perceive other operators providing some of the services such as a dealership as sufficient competition. Lewis stated that the FAA would look at the services provided by a provider other than an FBO as irrelevant. He reiterated that if there are both available land and parties interested in pursuing additional FBO opportunities, then the Airport should issue an RFP, so as to avoid the perception of granting an exclusive right to a sole provider. Hodges added that Title 16 in the City ordinances sets out the minimum standards for commercial aeronautical activities, including FBOs at the Airport. From the FAA perspective, the Airport's obligation is to ensure that if more than one FBO is allowed, that they are all subject to the same minimum operating standards.

The next Board meeting will be held the 18 June 2014.

The Board Chair closed the meeting at 9:30 a.m.

_____ _____

Natalie Gochnour, Chair Date

_____ _____

Ralph Becker, Mayor Date

DEPARTMENT OF AIRPORTS
BOARD MEETING

18 June 2014

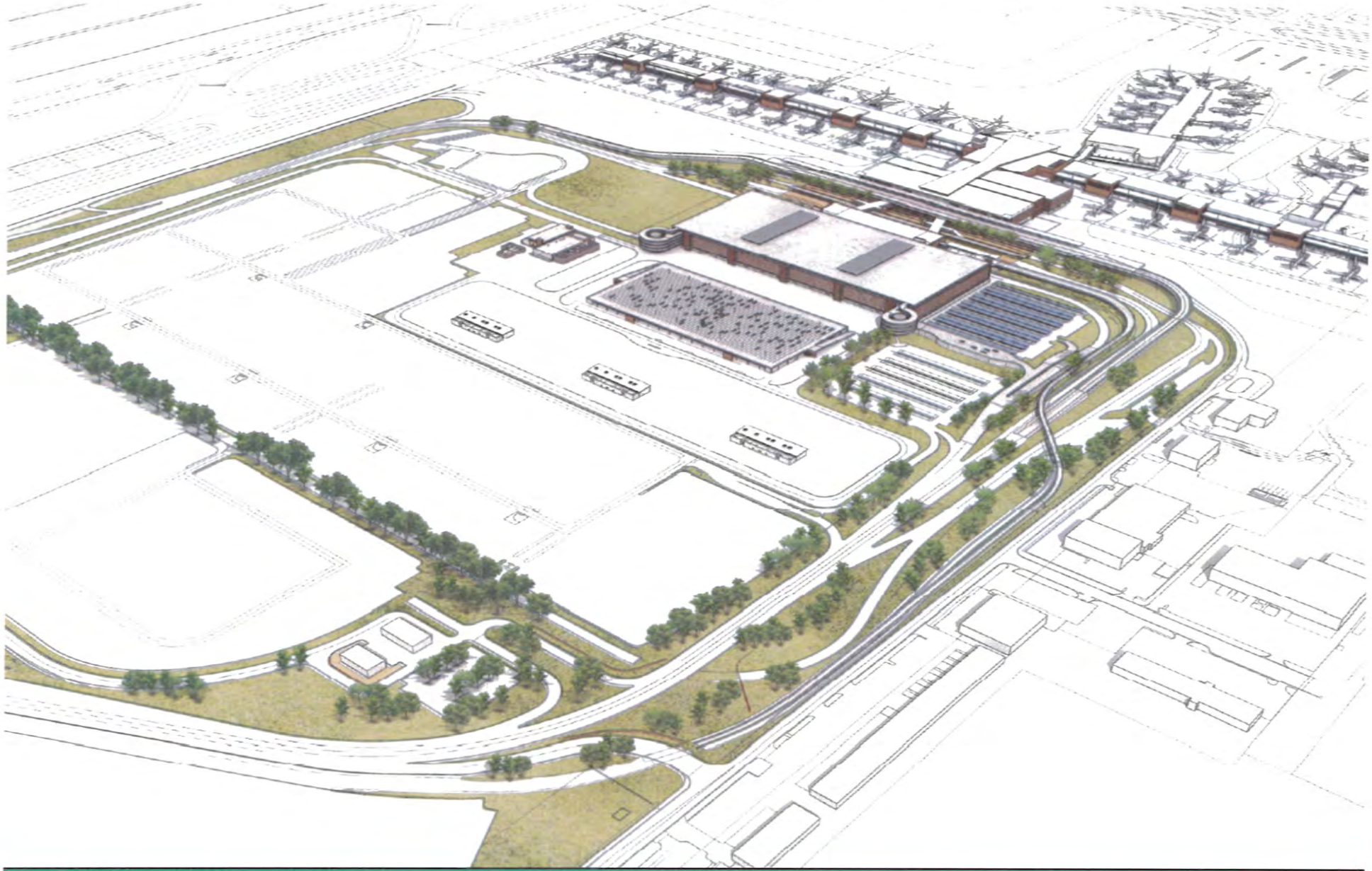
DISCUSSION ITEMS

SALT LAKE CITY AIRPORT BOARD

AGENDA:	DISCUSSION ITEM (B)
DATE:	18 June 2014
TO:	Airport Board
FROM:	Maureen Riley, Executive Director
SUBJECT:	**TRP Project Review**

Mike Williams, Terminal Redevelopment Program (TRP) Director, will present an update on the SLC Terminal Redevelopment Program (presentation on file).

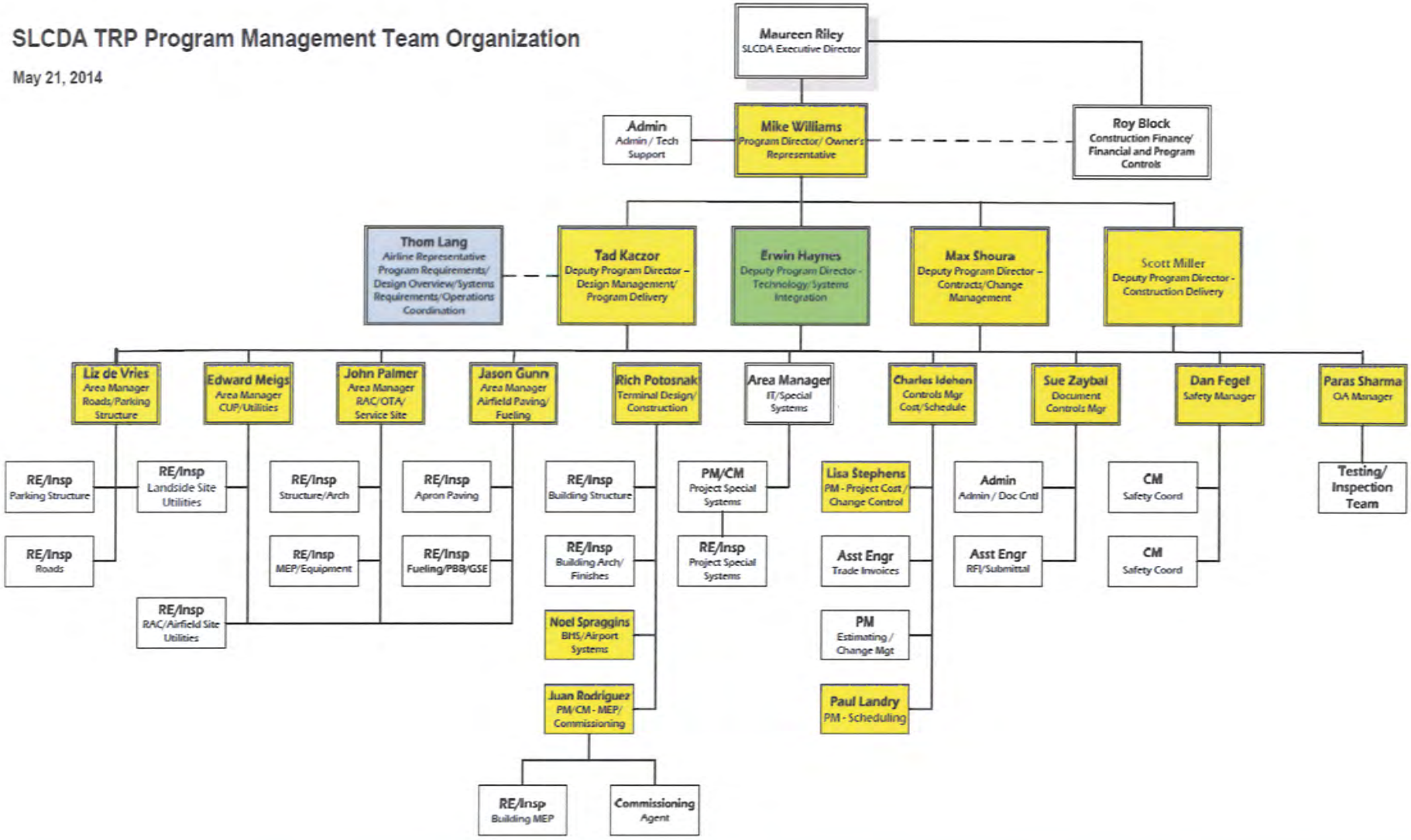
SLC Terminal Redevelopment Program



Program Management Team (PMT)

SLCDA TRP Program Management Team Organization

May 21, 2014

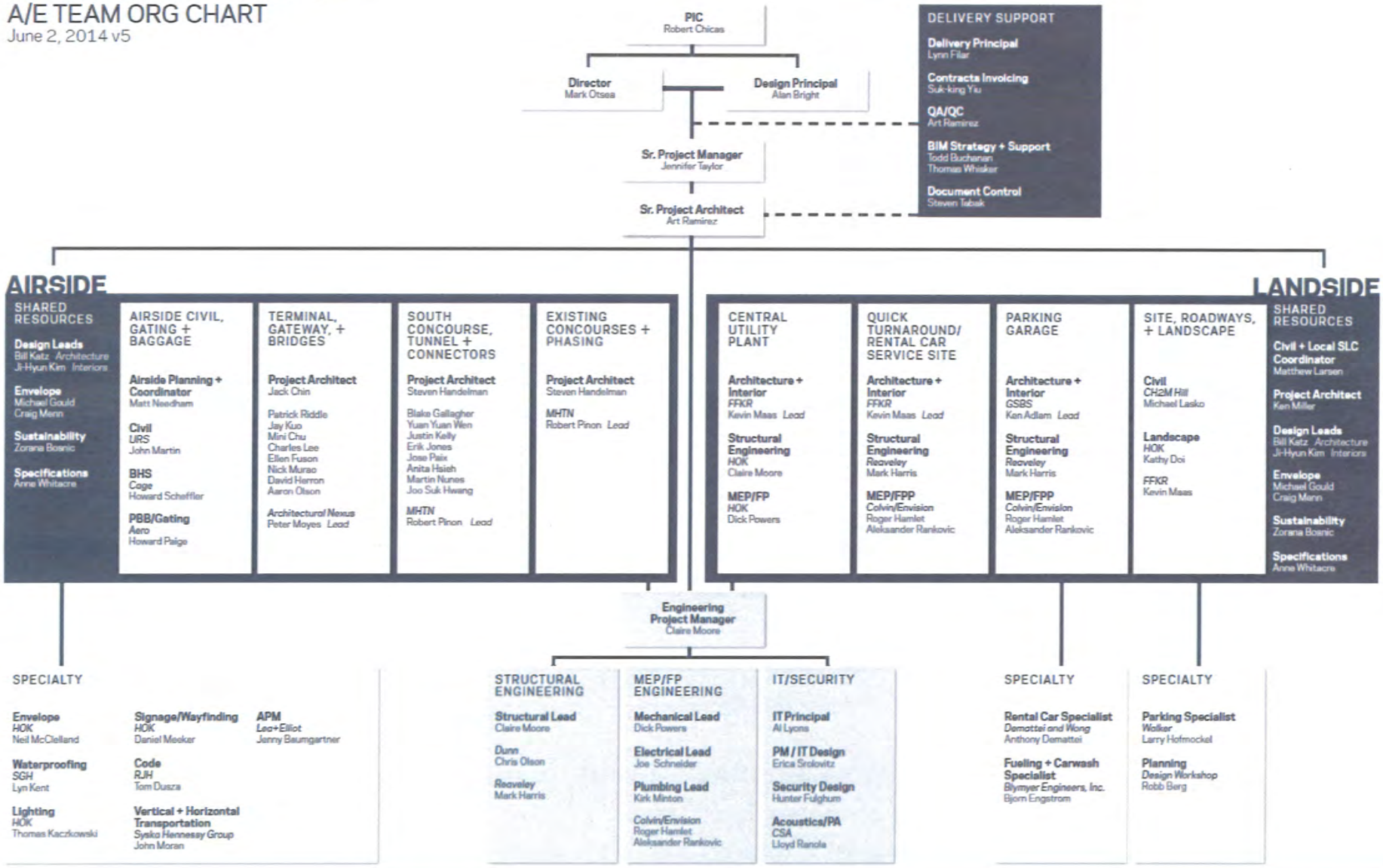


Master Architect - HOK

Salt Lake City Terminal Redevelopment Project

A/E TEAM ORG CHART

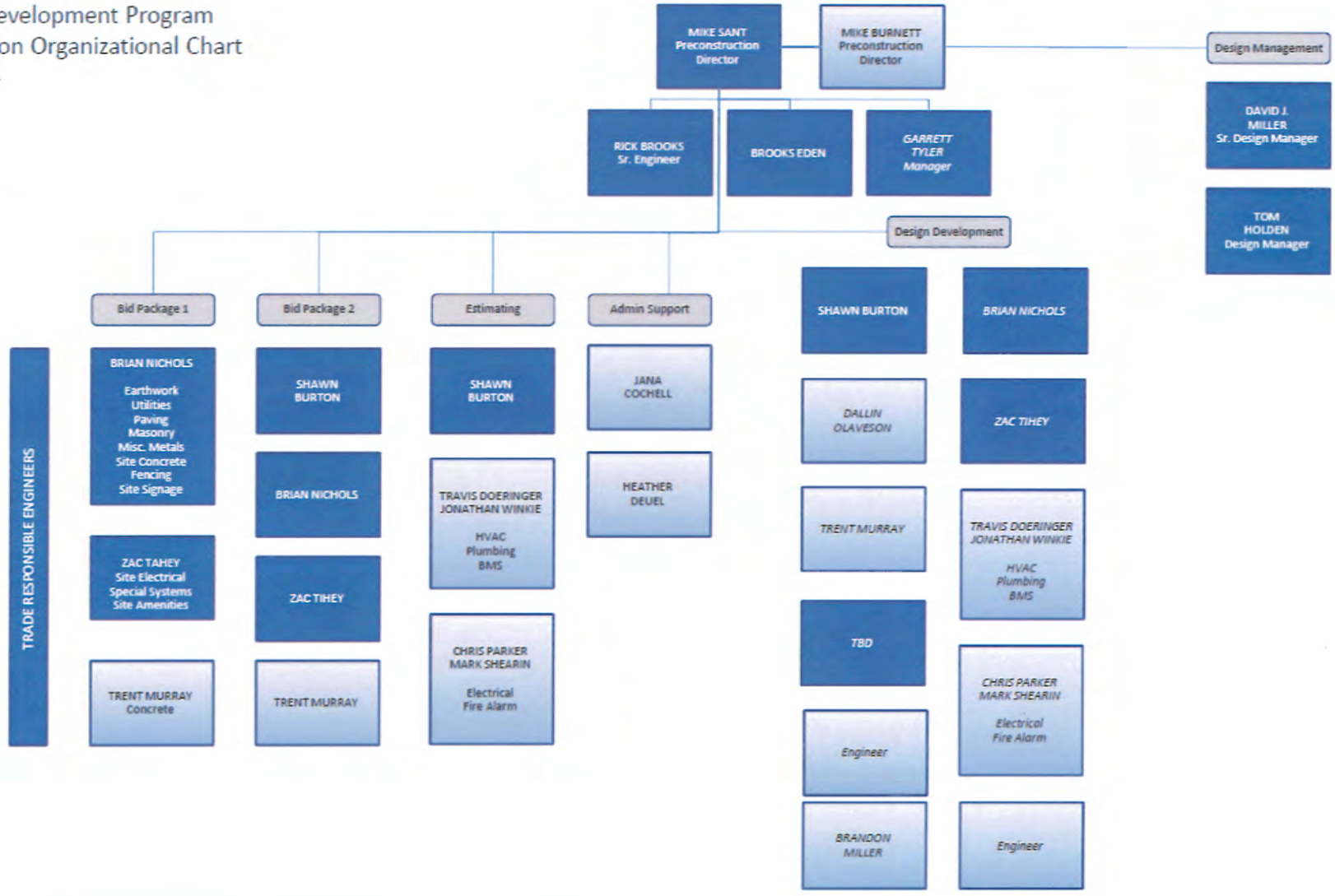
June 2, 2014 v5



Construction Manager-at-Risk (HDJV) – Preconstruction

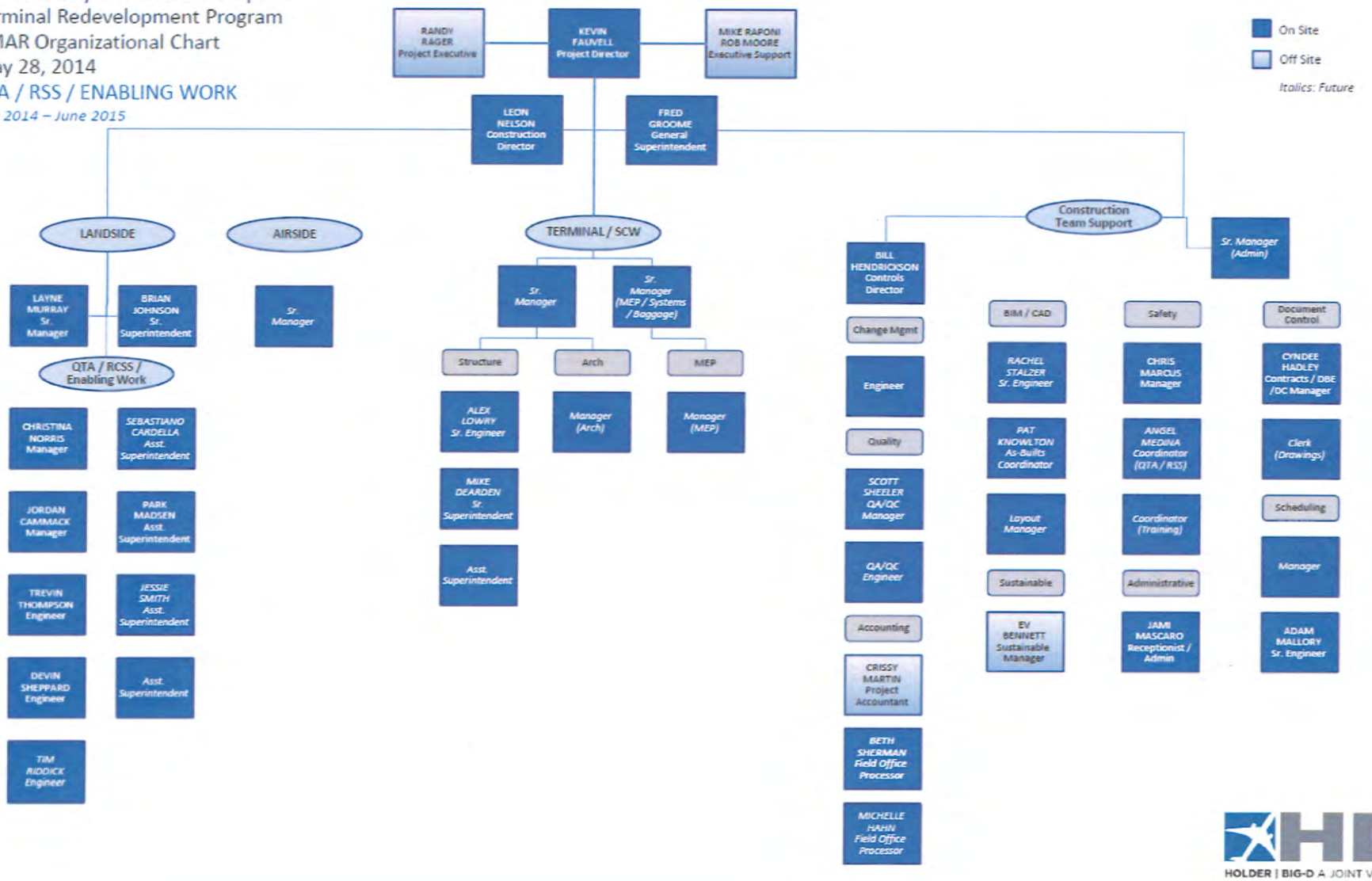
Salt Lake City International Airport
Terminal Redevelopment Program
Preconstruction Organizational Chart
May 28, 2014

On Site
Off Site
Italics: Future



Construction Manager-at-Risk (HDJV) – Construction

Salt Lake City International Airport
Terminal Redevelopment Program
CMAR Organizational Chart
May 28, 2014
QTA / RSS / ENABLING WORK
July 2014 – June 2015



HOLDER | BIG-D A JOINT VENTURE

Trade Contractor Procurement

- **Prequalification Process**
  - Local Print Advertisements
  - Local Outreach Events
  - National Trade Publications
  - Through SLCDA on BidSyc
  - Trade Contractors Prequalified to Date included in Binder
- **Owner Acknowledgement**
  - Prequalification Packages Submitted for Owner Acknowledgement
- **Bidding**
  - Prequalified Trade Contractors receive Invitation to Submit Bids on Specific Packages
  - Bids Evaluated and Reviewed with PMT and SLCDA
  - Recommended Bid Awards Acknowledged through SLCDA Construction Committee

Early Work – Test Pile Program

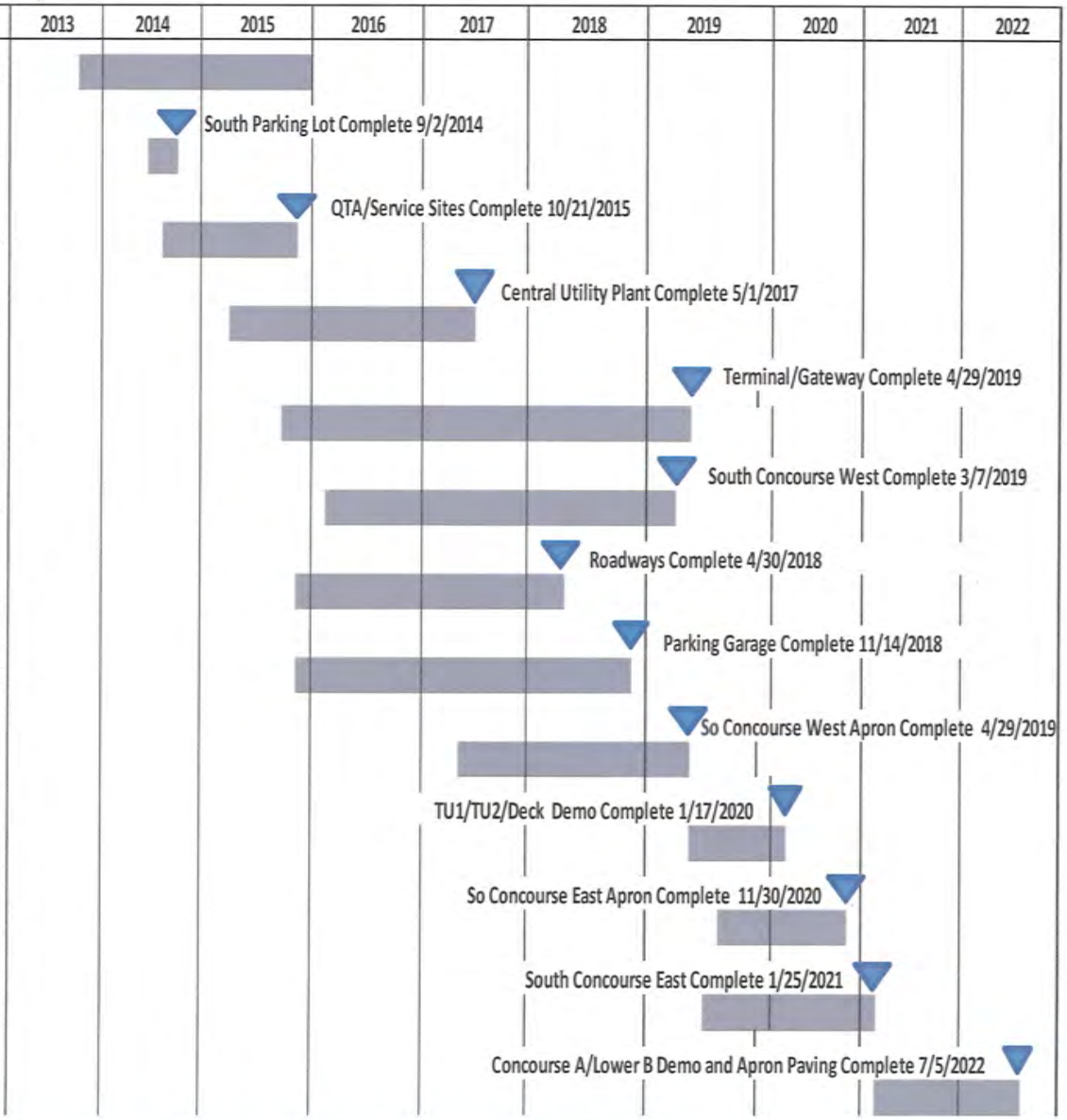
Assembling the Pile Test Rig

Conducting the Pile Compression Test

Construction Field Offices – Collocated Team

Overall Program Summary Schedule

Description	Start	Finish
Preconstruction Services	12/4/2013	12/31/2015
South Parking Area	6/9/2014	9/2/2014
QTA/Rental Car Service Facilities	8/12/2014	10/21/2015
Central Utility Plant	4/9/2015	5/1/2017
Terminal/Gateway Building	10/1/2015	4/29/2019
South Concourse West	1/11/2016	3/7/2019
Landside Roadway	12/1/2015	4/30/2018
Parking Garage	12/24/2015	11/14/2018
Apron Sitework/Fueling/Paving	5/1/2017	4/29/2019
Demo Existing Terminals and Parking	5/30/2019	1/17/2020
Apron Sitework/Fueling/Paving	9/1/2019	11/30/2020
South Concourse East	5/30/2019	1/25/2021
Demo Conc A/B Ext and Final Apron Paving	1/15/2021	7/5/2022



Overall Budget and CGMP Plan

Construction Costs

CGMP #	Package Description	Scope Summary	Estimated CGMP Value
1	Staffing through 6/30/2014	Preconstruction Services	$3,488,858
1a	Staffing through 6/30/2015	Preconstruction Services	$2,876,876
1b	Staffing through 6/30/2016	Preconstruction Services	$2,461,854
		CGMP# 1 Total	$8,827,588
2	GCs & CRs through 6/30/2014	General Conditions/Construction Requirements	$1,990,992
2a	GCs & CRs through 6/30/2015	General Conditions/Construction Requirements	$12,299,095
2b	GCs & CRs through 6/30/2016	General Conditions/Construction Requirements	$26,891,491
2c	GCs & CRs through 6/30/2017	General Conditions/Construction Requirements	$26,551,914
2d	GCs & CRs through 6/30/2018	General Conditions/Construction Requirements	$26,551,914
2e	GCs & CRs through 6/30/2019	General Conditions/Construction Requirements	$30,223,643
2f	GCs & CRs through 6/30/2020	General Conditions/Construction Requirements	$22,577,512
2g	GCs & CRs through 6/30/2021	General Conditions/Construction Requirements	$8,685,912
2h	GCs & CRs through 6/30/2022	General Conditions/Construction Requirements	$8,685,912
2i	GCs & CRs through 6/30/2023	General Conditions/Construction Requirements	$1,473,099
		CGMP# 2 Total	$165,931,484
3	Rental Car Site Enabling	Utilities & South Parking Lot Replacement Parking	$5,283,015
3 R1	Rental Car Facilities	Utilities & South Parking Lot Replacement Parking	$14,804,355
3 R2	Rental Car Facilities	Quck Turn Around (QTA)/Service Centers (RSS)	$48,672,234
3 R3	Rental Car Facilities	Quck Turn Around (QTA)/Service Centers (RSS)	$12,653,463
3 R4	Terminal/SCW/Deck/Roadways/Enabling	Civil/Temporary Roads	$6,267,249
		CGMP# 3 Total	$87,680,316

Overall Budget and CGMP Plan (continued)

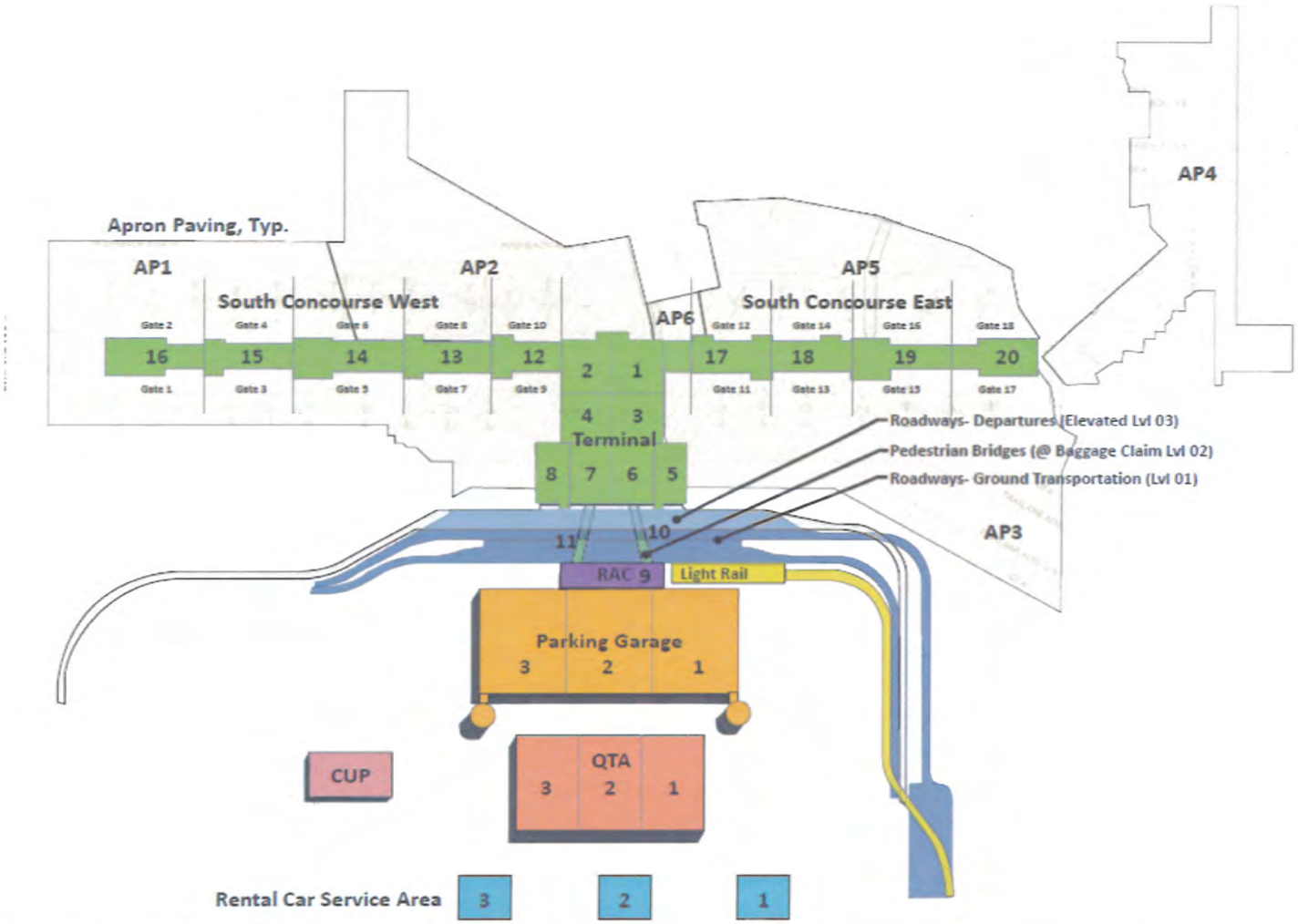
Construction Costs

CGMP #	Package Description	Scope Summary	Estimated CGMP Value
4	Terminal/SCW/Gateway Phase 1	Foundations/Structure/Vertical Transportation/MEP	$372,788,237
4 R1	Terminal/SCW/Gateway Phase 2	Balance of Terminal/SCW/Gateway Construction	$232,983,501
		CGMP# 4 Total	$605,771,738
5	Parking Deck and Roadways Phase 1	Foundations/Structure/Vertical Transportation/MEP	$156,537,833
5 R1	Parking Deck and Roadways Phase 2	Balance of Parking Deck and Roadways Construction	$53,188,284
		CGMP# 5 Total	$209,726,117
6	Baggage Handling System	BHS - Gateway/Terminal/SCW/SCE	$110,852,865
		CGMP# 6 Total	$110,852,865
7	Central Utility Plant	CUP Facility and Associated Utilities	$50,443,076
		CGMP# 7 Total	$50,443,076
8	Apron/Fueling South Concourse West/Terminal	Airside Civil	$46,775,623
8 R1	Apron Paving	Airside Civil	$26,743,029
8 R2	Apron/Fueling South Concourse East/Terminal	Airside Civil	$31,183,749
8 R3	Apron Paving	Airside Civil	$17,828,686
		CGMP# 8 Total	$122,531,087
9	South Concourse East	South Concourse East and Existing Facility Demo	$176,637,750
		CGMP# 9 Total	$176,637,750
		Total Construction Costs	**$1,538,402,021**

Other Program Costs

Soft Costs	A/E Fees, PM Fees, Owner Inspections, Insurance	$228,000,000
Management Reserve	Executive Level Contingency	$15,000,000
	Total Other Costs	**$243,000,000**
	Total Program Costs	**$1,781,402,021**

Overall Building Construction & Paving Sequencing



Package Contents

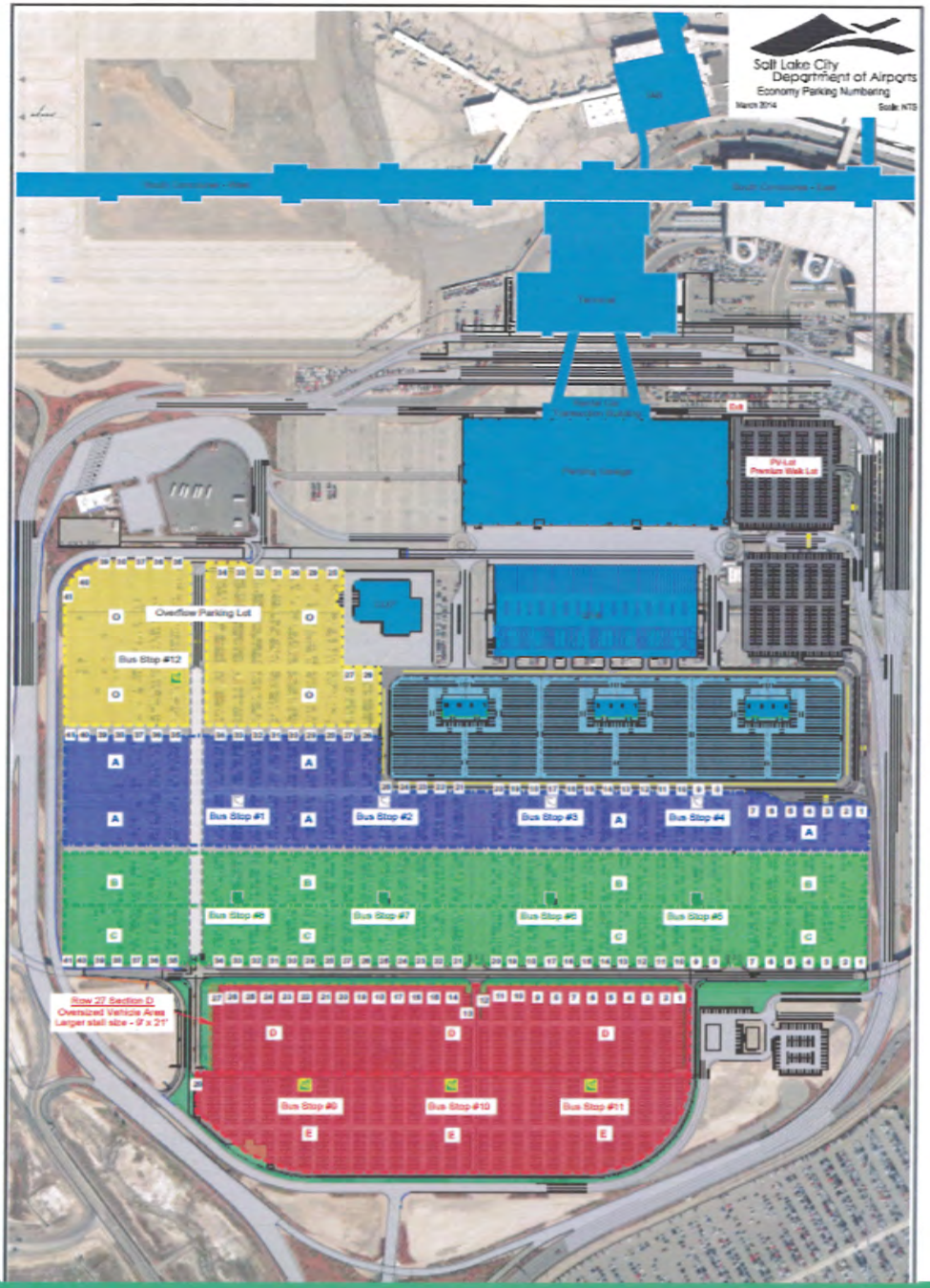
- Phase 1 Overview
- Terminal Structure / Skin Sequence
- Concourse West / East Sequencing
- Parking Garage / RAC Sequencing
- QTA Sequencing
- Landside Roadways / Pedestrian Bridges Sequencing
- Apron Paving Sequencing
- Model Snapshot – Overview
- Model Snapshot- Terminal Section

HDR HOLDER | BIG-D A JOINT VENTURE

Salt Lake City International Airport Terminal Redevelopment

Exhibit X – New Building Construction & Paving Sequencing

N



Overall Site and Parking Plan

Overall Landside Phasing – Phase 1 – May 2014 to Sep 2014

PHASE 1 LOGISTICS SCHEDULE LEGEND

1. NOT USED

2. MOBILIZE JOBSITE OFFICES
COMPLETE MAY 16, 2014

3. CONSTRUCTION ACCESS/TRAILER ACCESS ROAD - START JUNE 6, 2014 AND REMAIN IN PLACE THROUGH COMPLETION OF TERMINAL

4. 1ST PHASE OF PARKING DECK PAY ROAD RELOCATION/ELECTRONIC MESSAGE BOARD MAY 1, 2014 TO ANNOUNCE TRAFFIC PATTERN CHANGE
START JUNE 11, 2014
FINISH AUG. 11, 2014

5. DEMO PAY BOOTH CANOPY
START JULY 7, 2014
FINISH JULY 30, 2014

6. COAT HANGER PARKING
START JUNE 6, 2014
FINISH SEPT. 2, 2014

7. STAGING AREA CONSTRUCTION
START JUNE 6, 2014

8. ASPHALT MILLINGS TO BE REUSED IN CONSTRUCTION STAGING AND CONSTRUCTION PARKING AREAS

9. BY PASS ROAD
START JUNE 6, 2014
FINISH SEPT. 2, 2014

10. INSTALL NEW BUS CONTROL ENTRY
MAINTAIN CONTINUOUS BUS ACCESS
START JUNE5, 2014
FINISH SEPT. 2, 2014

NOTE: SEE UT SHEETS FOR ALL UTILITY AND BUS ROUTE PHASING DURNING PACKAGE 1 AND 2

SEE RC SHEETS FOR ALL RENTAL CAR PHASING DURING PACKAGE 1 AND 2

CONCRETE WASHOUT
CONSTRUCTION ENTRANCE SEE DETAIL 3/UTD01
DUMPSTER
PORT-O-JOHN

Rental Car Access Routing – Jun 2014 – Aug 2014

RENTAL CAR ACCESS ROUTING

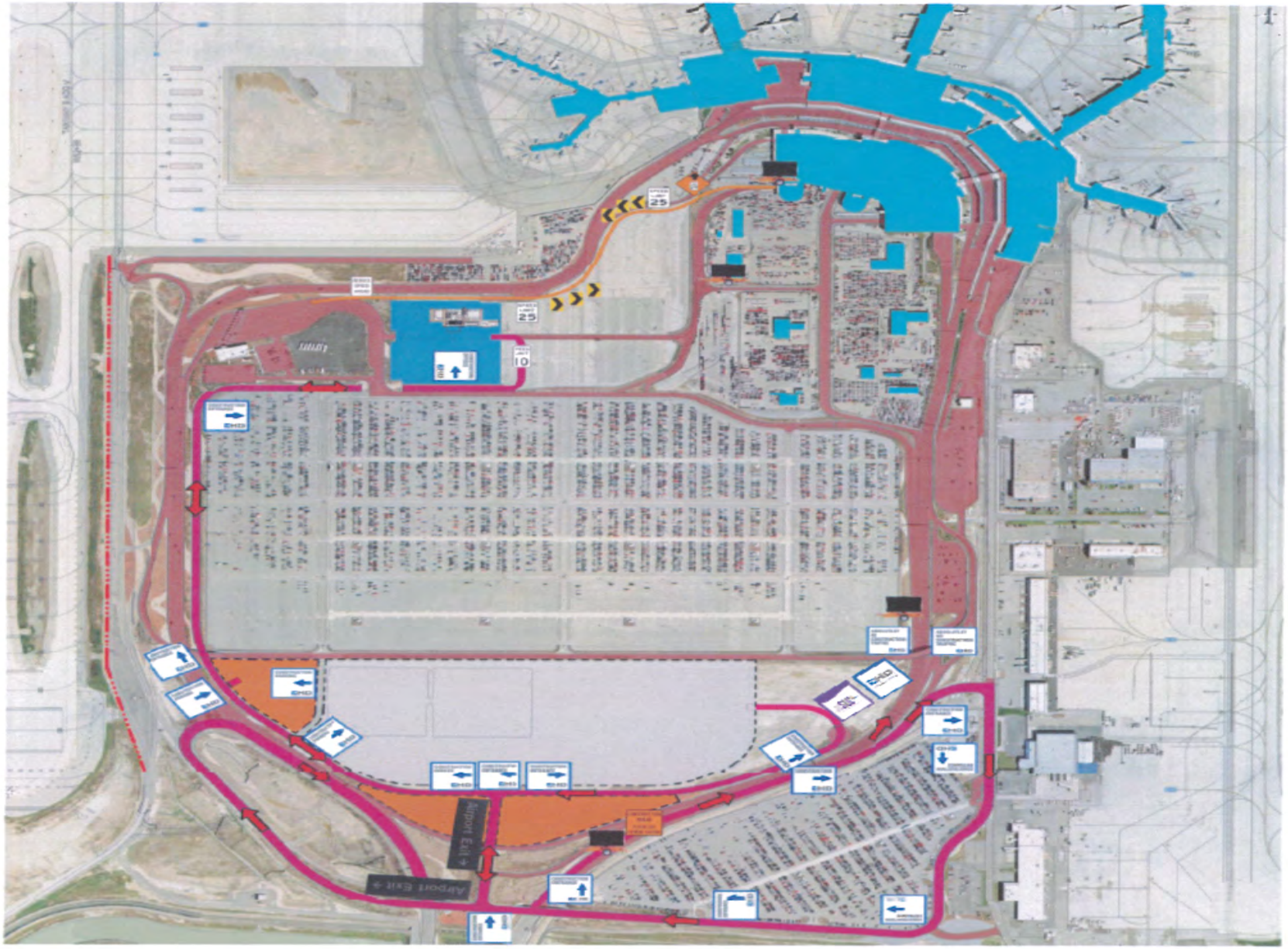
PHASE 1 PACKAGE 1
ACCESS ROAD FOR RENTAL CAR SERVICE VEHICLES
JUNE 6, 2014 - AUG. 11, 2014
ROAD RELOCATES AUG. 12, 2014 - *SEE PHASE 1 PACKAGE 2*

AREA A - JUNE 6, 2014
AREA IS VACATED BY CAR RENTAL COMPANIES
(COAT HANGER START IS DRIVEN BY TURNOVER OF AREA A)

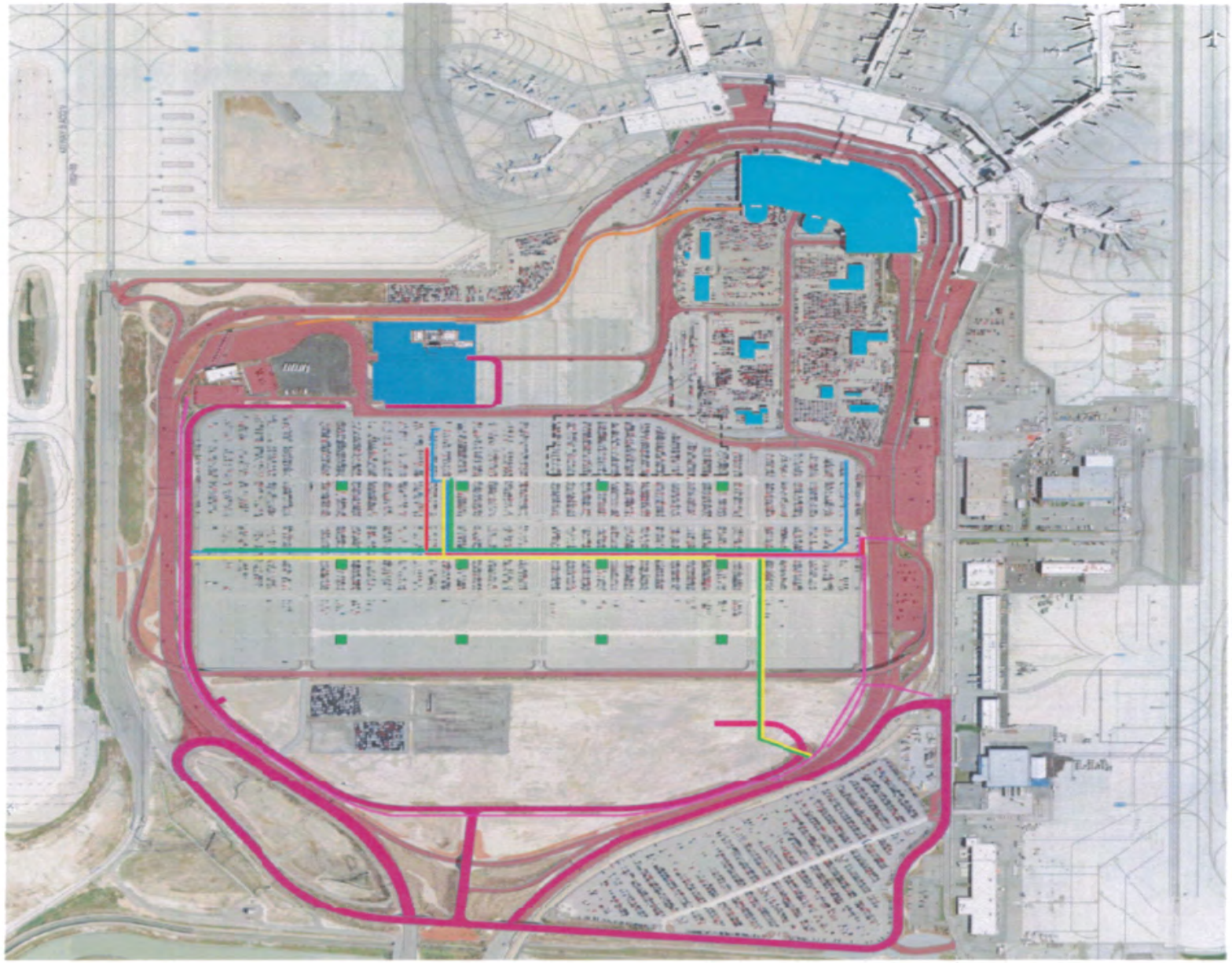
AREA B - AUG. 11, 2014
AREA IS VACATED BY CAR RENTAL COMPANIES
(QTA IS DRIVEN BY TURNOVER OF AREA B)

*- PILE TEST AREAS
POT HOLE - APRIL 8, 2014
PILE DRIVING STARTS MAY 6, 2014

Signage Plan – Jun 2014 – Sep 2014



Overall Utility Plan



Utility Capture and Construction Sequence

CAPTURE AREA

CONSTRUCTION AREA
SEE SHEET UTD 02 FOR
UTILITY TRENCH DETAIL

BUS STOP

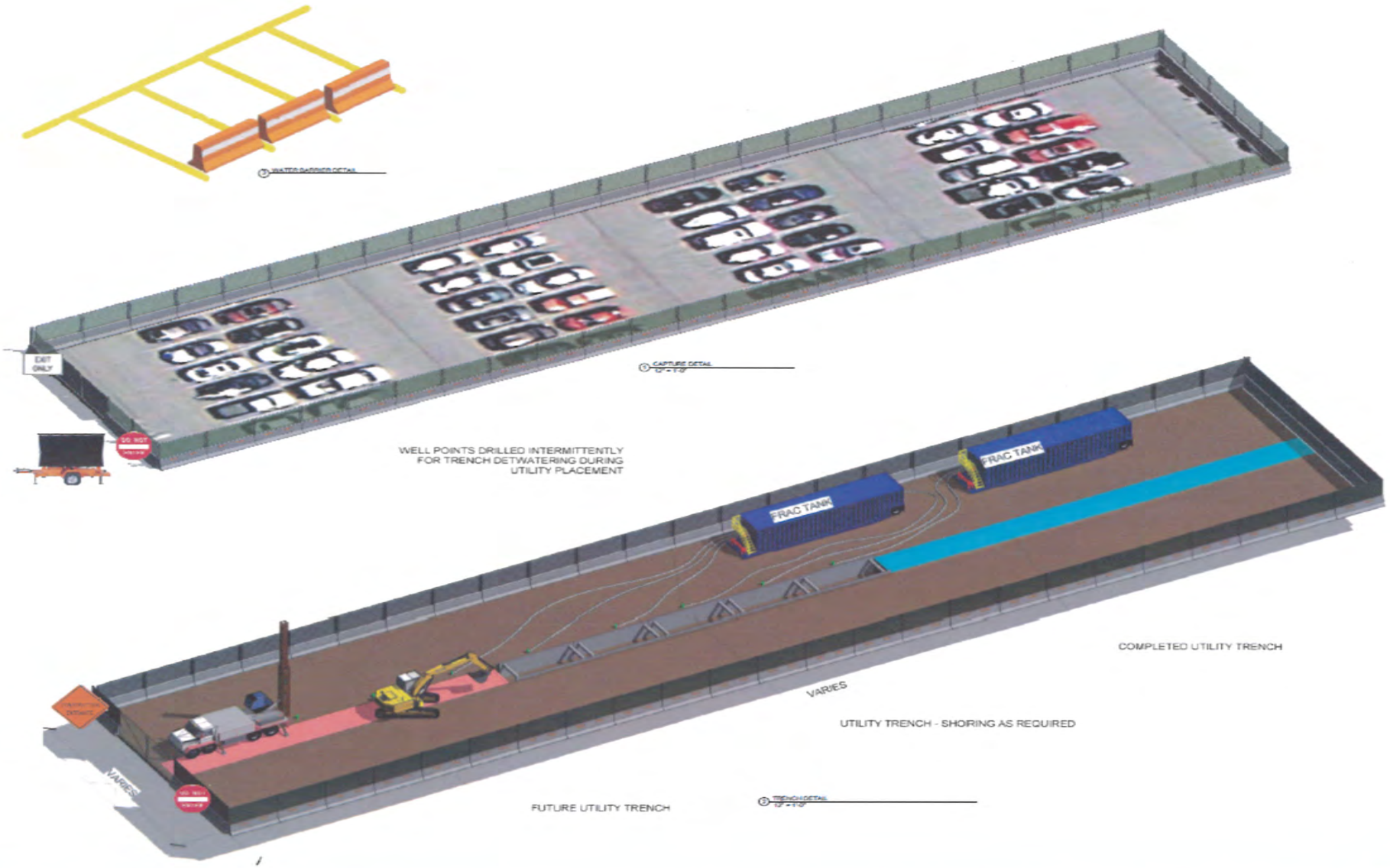
REMOVE BUS STOP

TEMPORARY BUS STOP

CONSTRUCTION ROUTE

DESIGNATED EXIT PATHWAY G

Utility Capture and Construction Area



Initial Utility Parking Capture Area

LEED and Sustainable Drivers

- Achieve LEED Gold Certification for TRP LEED Scope with an Airport Roadmap to Net Zero
  - LEED Silver Credits Identified – evaluating Gold
- Sustainable Best Practices in all TRP projects
- Anticipate future facility enhancements
  - TRP Coordinating with Sustainability Management Plan (SMP) Team
- Contribute to the SLCIA emissions reduction
  - Transition to Electric GSE Vehicles
- Aligned with Salt Lake City emissions reduction goals

Schematic Design LEED Checklist – Continual Evaluation

LEED 2009 for New Construction and Major Renovations

Project Checklist

Revised 01 22 2014 - Salt Lake City Airport

Sustainable Sites — Possible Points: 26

Y	?	N			
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
		5	Credit 2	Development Density and Community Connectivity	5
1			Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
3			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
		2	Credit 4.4	Alternative Transportation—Parking Capacity	2
		1	Credit 5.1	Site Development—Protect or Restore Habitat	1
		1	Credit 5.2	Site Development—Maximize Open Space	1
1			Credit 6.1	Stormwater Design—Quantity Control	1
	1		Credit 6.2	Stormwater Design—Quality Control	1
1			Credit 7.1	Heat Island Effect—Non-roof	1
1			Credit 7.2	Heat Island Effect—Roof	1
		1	Credit 8	Light Pollution Reduction	1

Water Efficiency — Possible Points: 10

Y					
Y			Prereq 1	Water Use Reduction—20% Reduction	
2	2		Credit 1	Water Efficient Landscaping	2 to 4
	2		Credit 2	Innovative Wastewater Technologies	2
3	1		Credit 3	Water Use Reduction	2 to 4

Energy and Atmosphere — Possible Points: 35

Y					
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
7	3	9	Credit 1	Optimize Energy Performance	1 to 19
3	3	1	Credit 2	On-Site Renewable Energy	1 to 7
2			Credit 3	Enhanced Commissioning	2
2			Credit 4	Enhanced Refrigerant Management	2
3			Credit 5	Measurement and Verification	3
	2		Credit 6	Green Power	2

Materials and Resources — Possible Points: 14

Y					
Y			Prereq 1	Storage and Collection of Recyclables	
		3	Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
		1	Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
2			Credit 2	Construction Waste Management	1 to 2
		2	Credit 3	Materials Reuse	1 to 2

Materials and Resources, Continued

Y	?	N			
2			Credit 4	Recycled Content	1 to 2
1	1		Credit 5	Regional Materials	1 to 2
		1	Credit 6	Rapidly Renewable Materials	1
	1		Credit 7	Certified Wood	1

Indoor Environmental Quality — Possible Points: 15

Y					
Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
1			Credit 1	Outdoor Air Delivery Monitoring	1
1			Credit 2	Increased Ventilation	1
1			Credit 3.1	Construction IAQ Management Plan—During Construction	1
		1	Credit 3.2	Construction IAQ Management Plan—Before Occupancy	1
1			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
1			Credit 4.3	Low-Emitting Materials—Flooring Systems	1
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
1			Credit 5	Indoor Chemical and Pollutant Source Control	1
		1	Credit 6.1	Controllability of Systems—Lighting	1
		1	Credit 6.2	Controllability of Systems—Thermal Comfort	1
1			Credit 7.1	Thermal Comfort—Design	1
1			Credit 7.2	Thermal Comfort—Verification	1
	1		Credit 8.1	Daylight and Views—Daylight	1
	1		Credit 8.2	Daylight and Views—Views	1

Innovation and Design Process — Possible Points: 6

1			Credit 1.1	Innovation in Design: Chemical Free Water System	1
1			Credit 1.2	Innovation in Design: Mercury Recycling	1
1			Credit 1.3	Innovation in Design: Green Housekeeping	1
1			Credit 1.4	Innovation in Design: Education Outreach Program	1
1			Credit 1.5	Innovation in Design: Integrated Pest Management	1
1			Credit 2	LEED Accredited Professional	1

Regional Priority Credits — Possible Points: 4

	1		Credit 1.1	Regional Priority: EAc1 (36%) Optimize Energy Performance	1
	1		Credit 1.2	Regional Priority: WEc1 (100%) Water Use Reduction Landscape	1
	1		Credit 1.3	Regional Priority: EAc2 (5%) On Site Renewable Energy	1
1			Credit 1.4	Regional Priority: SSc4.1 Public Transportation Access	1

Total — Possible Points: 110

Certified 40 to 49 points; Silver 50 to 59 points; Gold 60 to 79 points; Platinum 80 to 110

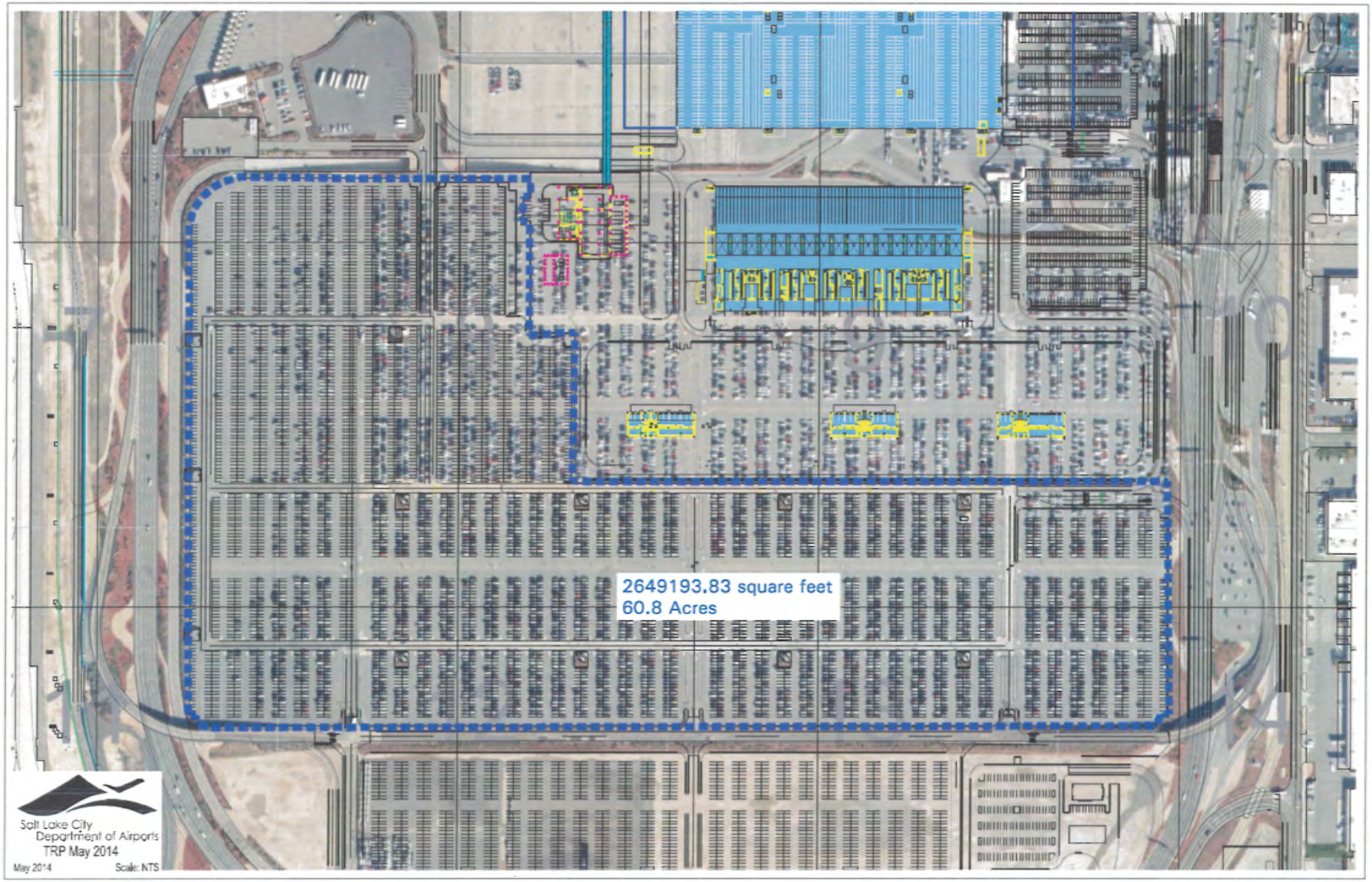
Aggressive Energy Reduction Target of 30%

- Building Envelope
- Energy conservation and use reduction
- High Performance HVAC
- Energy Efficient Baggage Handling System Motors
- CUP – efficiency, resilience and redundancy
- Lighting - 25% LPD reduction
- Focus on large process loads
- Systems Commissioning
- Operational Considerations
- On-site renewable – future ready
- Greenhouse Gas Emissions considerations

Current Sustainable Initiatives under Study

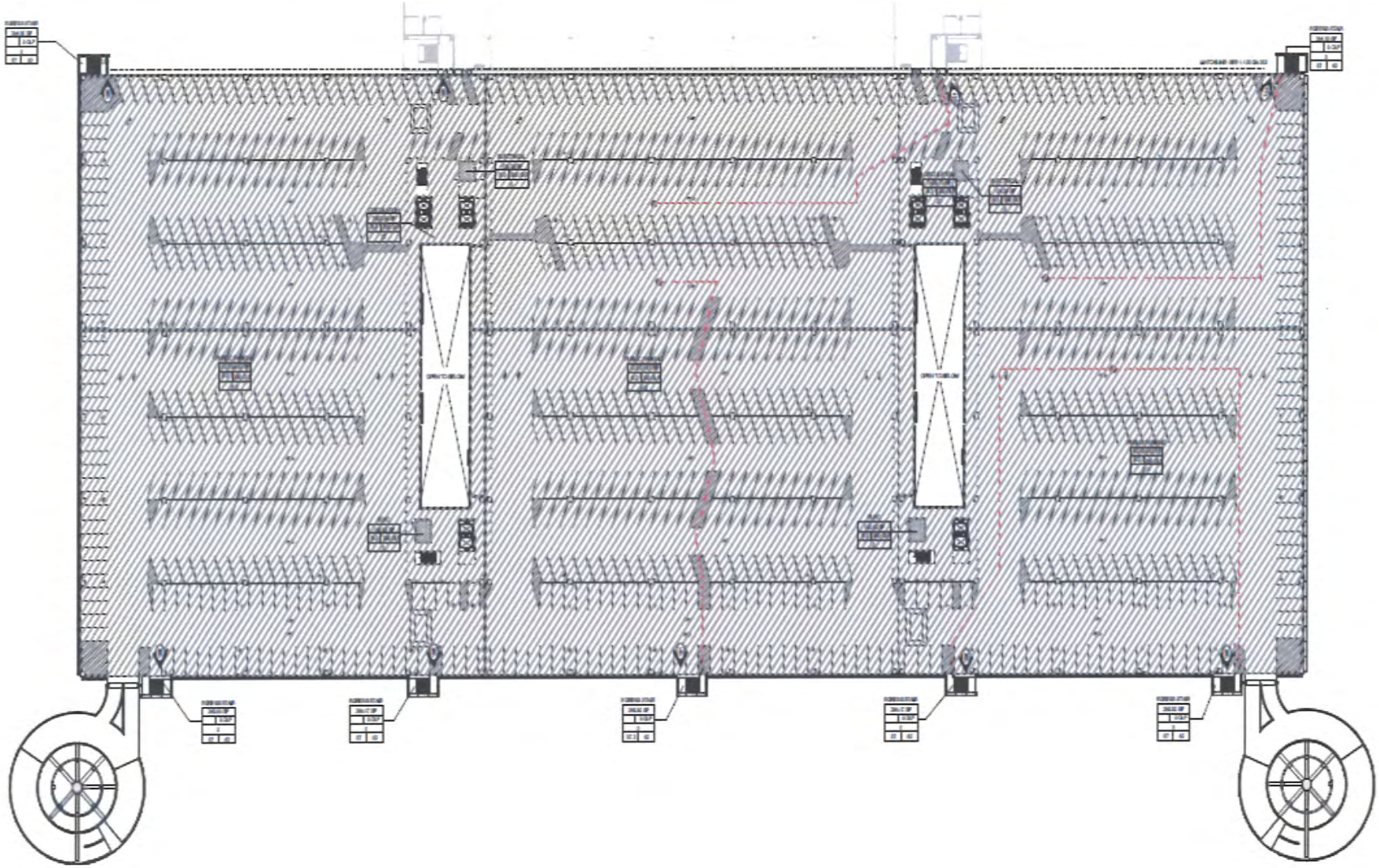
- Close-in Parking Lot with Photovoltaic Panels
  - Requires FAA Approval
- Geothermal fields and geo/energy piles
  - Evaluated potential options to utilize the relative constant ground temperature of the earth – Not Feasible
- Limited Water re-use and treatment
  - Evaluating Bio Filtration and Membrane bio-reactor systems
- Expanded Recycling and composting
  - Evaluating operational issues and viability
  - Requires significant passenger education
- Photovoltaic Field
  - Evaluating On and Off Airport Feasibility
  - Requires FAA Approval

PV Study Area – Existing Economy Parking Lot after TRP



PV Study Area – New South Parking Lot

PV Study Area – New Parking Deck Top Level



PV Study – Conceptual Rough Order of Magnitude Estimate

Project Location *(System Style)*	Total Project Area	Max Solar PV Potential (MW Installed)	Estimated Cost	Estimated Production (kWh / year)	Cost / kWh (25 Years)	Production as % of 2013 Total Use (Muni Only)	Production as % of 2013 Total Use (Muni & Tenants)
West of Airport *(40° Tilt Ground-Mount w/One Foot Clearance)*	350 Acres	58.3	$ 128,333,333	81,666,667	$ 0.06	189%	144%
Economy Parking Lot *(Canopy Structure)*	60 Acres	15.0	$ 75,000,000	21,000,000	$ 0.14	49%	37%
New Red Parking Area *(Canopy Structure)*	28 Acres	7.0	$ 35,000,000	9,800,000	$ 0.14	23%	17%
Roof of Garage *(5° Tilt Roof-Mount)*	350,000 sq feet	4.5	$ 12,375,000	5,625,000	$ 0.09	13%	10%

PV Study Next Steps

- Engage Consulting Expertise to further Study
- Discuss Feasibility with Rocky Mountain Power
- Discuss Potential Sites and Process with FAA
- Perform High Level Financial Feasibility Analysis
- Prepare Comprehensive Decision Matrix and Report

SALT LAKE CITY AIRPORT BOARD

AGENDA:	DISCUSSION ITEM (C)
DATE:	18 June 2014
TO:	Airport Board
FROM:	Maureen Riley, Executive Director
SUBJECT:	**TRP Preliminary Construction**

Mike Williams, Terminal Redevelopment Program (TRP) Director, will present a preliminary construction overview.

SALT LAKE CITY AIRPORT BOARD

AGENDA:	DISCUSSION ITEM (D)
DATE:	18 June 2014
TO:	Airport Board
FROM:	Maureen Riley, Executive Director
SUBJECT:	**TRP Landside Design (Rental Car Facilities and Parking Garage)**

Alan Bright, FAIA, LEED AP BD+C, Design Principal, for HOK San Francisco, will present an update on the landside design for the rental car facilities and the parking garage.

SALT LAKE CITY AIRPORT BOARD

AGENDA:	DISCUSSION ITEM (E)
DATE:	18 June 2014
TO:	Airport Board
FROM:	Maureen Riley, Executive Director
SUBJECT:	**Terminal Design**

Alan Bright, FAIA, LEED AP BD+C, Design Principal, for HOK San Francisco, will present an update on the terminal design for the TRP.

IHI ENVIRONMENTAL
A Terracon COMPANY

LIMITED INDOOR AIR QUALITY ASSESSMENT

Salt Lake City International Airport
Salt Lake City, Utah

April 17, 2013
(Revised - 5-15-14)

Prepared for:

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Environmental Programs Manager
Salt Lake City Department of Airports
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EXECUTIVE SUMMARY

On March 7, 2013, IHI Environmental (IHI) conducted a limited indoor air quality (IAQ) assessment associated with the designated smoking rooms at the Salt Lake City International Airport in Salt Lake City, Utah. The assessment was conducted at the request of Ms. Patty Nelis, Environmental Programs Manager with the Salt Lake City Department of Airports (SLCDA), and included air sampling for nicotine, measurements of particulate matter, and assessment of the pressure differential between the smoking rooms and adjacent areas. Kevin Staples, Environmental Specialist with SLCDA, was present during the assessment.

Findings and Conclusions

- Particulate matter less than 2.5 micrometers in diameter ($PM_{2.5}$) concentrations measured immediately adjacent to smoking rooms were not statistically significant from those measured in concourse areas remote from the smoking rooms.
- No nicotine was detected in samples collected outside of smoking rooms.
- Pressure differentials between smoking rooms and adjacent areas are sufficient to prevent air and tobacco smoke from escaping.
- Air velocity measurements indicate significant airflow through open doorways into the smoking rooms, which appears to adequately prevent the release of environmental tobacco smoke (ETS) when smokers enter and exit the rooms.
- Although a remote possibility, based upon information provided by SLCDA employees, re-entrainment of smoking room exhaust air does not appear to be a significant issue.
- Based upon the results of this assessment, it is IHI's professional opinion that the smoking rooms effectively prevent the drift of any smoke to any non-smoking area of the terminal.

Recommendations

- Continue the current program of preventive maintenance for the ventilation systems serving the smoking rooms.
- If smoking odors are reported in areas outside of smoking rooms, conduct a prompt investigation to determine the source of the odors.

The report that follows this Executive Summary should be read in its entirety because it includes important information, such as more specific details about findings, regulatory requirements, and recommendations.

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Appendix A: $PM_{2.5}$ Data

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1.0 INTRODUCTION AND BACKGROUND

On March 7, 2013, IHI Environmental (IHI) conducted a limited indoor air quality (IAQ) assessment associated with smoking rooms at the Salt Lake City International Airport in Salt Lake City, Utah. The assessment was conducted at the request of Ms. Patty Nelis, Environmental Programs Manager with the Salt Lake City Department of Airports (SLCDA), and included air sampling for nicotine, measurements of particulate matter less than 2.5 micrometers in diameter ($PM_{2.5}$), and assessment of the pressure differential between the smoking rooms and adjacent areas. Kevin Staples, Environmental Specialist with SLCDA, was present during the assessment. There are five designated smoking rooms at Salt Lake City International Airport, one room located in each of the five concourses.

1.1 Objective

The objective of the assessment was to determine whether indoor smoking rooms are releasing environmental tobacco smoke (ETS) into non-smoking areas.

2.0 REGULATIONS, STANDARDS AND GUIDELINES

Requirements for outside air ventilation in occupied spaces are governed by building codes in effect at the time of construction and are also the subject of recommendations made by the American Society of Heating, Refrigeration, and Air-Conditioning Engineers (ASHRAE).

The current ASHRAE Standard 62.1-2007, *Ventilation for Acceptable Indoor Air Quality*, lists requirements for buildings containing ETS areas in Section 5.18. The Section generally states that the ETS areas should be clearly classified and labeled, ETS-free areas should be positively pressurized relative to ETS areas, and all exhaust air must be discharged directly outdoors in a location that will not allow re-entry into ETS-free areas, among other details.

Section 26-38-3 of the Utah Indoor Clean Air Act provides an exception to Utah's ban on indoor smoking for enclosed smoking rooms in the Salt Lake City International Airport, provided that they are vented directly to the outdoors and are certified by a heating, ventilation, and air conditioning (HVAC) engineer to prevent the drift of any smoke to any non-smoking area of the terminal. The Utah Clean Air Rule, (R392-510), which administers the Utah Clean Air Act, allows the certification to be made by an industrial hygienist certified by the American Board of Industrial Hygiene.

3.0 METHODS

In order to determine whether ETS was entering adjacent areas, IHI conducted real-time monitoring for $PM_{2.5}$, collected air samples for nicotine, and evaluated the pressure differential between the smoking room and non-smoking areas. IHI also evaluated the relative locations of the smoking room exhaust stacks and fresh air intakes.

3.1 $PM_{2.5}$ Measurements

ETS particles range in size between 0.02-2 micrometers (µm)[1]. Therefore, IHI collected real-time $PM_{2.5}$ measurements as a surrogate for ETS using a TSI SidePak Model AM510 aerosol monitor. A size-selecting $PM_{2.5}$ inlet was used to limit counts only to particles less than 2.5 µm in aerodynamic diameter. IHI collected $PM_{2.5}$ measurements inside the smoking rooms, just outside the smoking rooms, in each concourse, and outdoors. The measurements were collected in these areas to allow comparison of background (concourse and outdoors) samples to samples collected outside the smoking rooms to determine if ETS was impacting areas adjacent to the smoking rooms.

$PM_{2.5}$ measurements were collected three to four feet from ground level. In smoking rooms, the SidePak was placed either in the center of the room or adjacent to where people were smoking. The adjacent area samples were collected approximately 5 feet to the right or left of the doorway to each smoking room, and concourse measurements were collected while walking between and within concourses. Each sample was collected for approximately three to ten minutes. The monitor was calibrated in accordance with the manufacturer's recommendations prior to sampling.

The measured $PM_{2.5}$ concentrations were recorded in field notes after each sample was collected, and all logged data were downloaded from the instrument after sampling was complete. A summary of the recorded data is provided in Appendix A.

3.2 Nicotine Air Sampling

Nicotine air samples were collected just outside of the doorway to each smoking room. The samples were collected in accordance with National Institute for Occupational Safety and Health (NIOSH) Method 2551, using a small battery-operated sampling pump with the

[1] http://exposurescience.org/pub/preprints/Nazaroff_and_Klepeis_rev_twocolumn.pdf

sampling media held on a tripod approximately 4 feet above the floor. The samples were collected for approximately 6.5 hours, encompassing peak daytime travel periods. Each sampling train was calibrated before and after the sampling period, using a Bios DryCal primary standard calibrator. At the conclusion of the sampling period, the sampling media were placed in a cooler and delivered to ALS Environmental (ALS) laboratory in Salt Lake City for analysis.

3.3 Pressure Differential Assessment

In order to determine the direction and strength of air movement associated with the smoking rooms, IHI used a Dwyer Microtector® pressure meter to measure the pressure differential between the smoking rooms and adjacent areas. The Microtector® is accurate to 0.025 inches of water column (") and was calibrated in accordance with the manufacturer's recommendations prior to the assessment. At each location, the Microtector® was leveled and the low pressure test tubing was placed inside the smoking room while the high pressure test tubing was left outside the room. The pressure differential was then measured and recorded in the field notes.

In addition, IHI collected air velocity measurements in the doorway of each smoking room, using a TSI Velocicalc thermoanemometer. Air velocity measurements were collected to determine the amount of airflow into each room when the doors are opened to allow people to enter and exit. Nine measurements were collected in each doorway and then recorded in the field notes.

3.4 Observations

IHI discussed the current design and function of the smoking rooms and associated ventilation systems with Mr. Staples. IHI also visually assessed rooftop exhaust stacks for the smoking rooms, either by direct observation or through photographs provided by SLCDA. Any other potentially relevant information was also logged in the field notes.

3.5 Quality Assurance

IHI employs, at a minimum, the following methods to help assure the quality of field investigations and reports:

- Use of appropriately educated and experienced personnel;

- Continuing education of technical personnel through attendance at training sessions and conferences, and literature review;
- Peer and supervisory review of sampling strategy, field methods, calculations, and reports;
- Calibration of instruments, including field calibration via manufacturers' recommended procedures and routine (typically annual) off-site calibration of equipment via certified third parties; and
- Use of accredited laboratories, or in cases where specific accreditation is not available, choice of laboratories of good reputation, having strong QA/QC programs.

4.0 FINDINGS

4.1 $PM_{2.5}$ Measurements

The average background $PM_{2.5}$ concentration among the various concourses and outdoors was 0.044 milligrams per cubic meter of air (mg/m^3), with a range between 0.03 and 0.052 mg/m^3. The average $PM_{2.5}$ concentration adjacent to the smoking rooms was 0.048 mg/m^3, with a range between 0.039 and 0.059 mg/m^3, and the average $PM_{2.5}$ concentration within the smoking rooms was 0.744 mg/m^3, with a range between 0.202 and 1.238 mg/m^3. Table 1, on the following page, presents the $PM_{2.5}$ sampling locations and results. The downloaded data set is provided in Appendix A.

Table 1
PM 2.5 Concentrations, Salt Lake City International Airport, March 7, 2013

Sample Location	Sample Number	Start Time	End Time	Average Concentration (mg/m^3)	Notes
Terminal 1 Security	1	8:04	8:46	0.030	Background Measurement
Concourse E Out	2	9:39	9:52	0.039	Outside Smoking Room
Concourse E In	3	9:56	10:06	0.202	Inside Smoking Room
Between Concourses E and D	4	10:10	10:14	0.041	Background Measurement
Concourse D Out	5	10:14	10:21	0.044	Outside Smoking Room
Concourse D In	6	10:22	10:32	1.238	Inside Smoking Room
Between Concourses D and C	7	10:36	10:43	0.049	Background Measurement
Concourse C Out	8	10:45	10:48	0.057	Outside Smoking Room
Concourse C In	9	10:49	10:59	0.558	Inside Smoking Room
Between Concourses C and B	10	11:04	11:09	0.052	Background Measurement
Concourse B Out	11	11:10	11:13	0.059	Outside Smoking Room
Concourse B In	12	11:14	11:20	0.718	Inside Smoking Room
Between Concourses B and A	13	11:25	11:32	0.049	Background Measurement
Concourse A Out	14	11:32	11:37	0.043	Outside Smoking Room
Concourse A In	15	11:39	11:44	1.002	Inside Smoking Room
Outdoors	16	11:58	12:04	0.045	Outdoors Near Doorway TI-116

4.2 Nicotine Air Sampling

No nicotine was detected above the laboratory limit of detection (LOD) of 0.0018 to 0.0024 mg/m^3 in any of the five air samples collected during the assessment. A copy of the laboratory analytical report is included in Appendix B.

4.3 Pressure Differential Assessment

The pressure differential observed between each smoking room and the adjacent areas is outlined in Table 2 below. The pressure differentials ranged from -0.025" in Concourse B, to -0.125" in Concourse E. The measured pressure differentials are sufficient to prevent air from the smoking rooms from escaping to the surrounding areas.

Table 2
Pressure Differentials, Salt Lake City International Airport, March 7, 2013

Sample Location	Sample Time	Pressure Differential (Inches of Water)
Concourse E Smoking Room	9:40	-0.125"
Concourse D Smoking Room	10:18	-0.100"
Concourse C Smoking Room	10:45	-0.075"
Concourse B Smoking Room	11:15	-0.025"
Concourse A Smoking Room	11:30	-0.040"

The air velocity measurements observed in each smoking room doorway are outlined in Table 3 below. The air velocity measurements ranged from 113 feet per minute (ft/min) in Concourse B, to 242 ft/min in Concourse D. As expected from the measured pressure differentials, all air movement was through the doorway and into the smoking rooms.

Table 3
Air Velocity Measurements, Salt Lake City International Airport, March 7, 2013

Sample Location	Average Air Velocity (ft/min*)	Estimated Volumetric Flow Rate (CFM**)
Concourse E Smoking Room	187	3927
Concourse D Smoking Room	242	5082
Concourse C Smoking Room	188	3948
Concourse B Smoking Room	113	2373
Concourse A Smoking Room	114	2394

*ft/min = feet per minute
**CFM = cubic feet per minute - based on estimated doorway opening of 21 square feet

4.4 Observations

Each smoking room is constructed of metal-framed glass window walls and is equipped with one automatic sliding door that is activated by pressing a button next to the door. The rooms vary in size from 18 to 48 seats, and IHI understands that certain rooms are significantly busier than others and use varies depending on airport traffic. Each room is equipped with two rooftop exhaust fans. All the rooftop exhaust fans are designed to direct airflow straight up, with the exception of Concourse A, where the fans are designed to direct airflow downward onto the roof.

The exhaust fans are generally located away from air intake locations, with distances varying between approximately 18 feet at Concourse E to 67 feet at Concourse B. Mr. Staples reported that re-entrainment of exhaust air from smoking rooms rarely, if ever occurs. He reported that ETS odors have impacted Concourse C in the past due to an incorrectly established smoking area near Gate C-8, which was adjacent to an air intake. IHI understands that the incorrectly established smoking area has been removed.

IHI did not detect ETS odors outside of the smoking rooms during normal room operation. However, on one occasion, IHI observed a smoker exhaling smoke after he had left the smoking room.

5.0 Discussion

5.1 $PM_{2.5}$ Measurements

$PM_{2.5}$ measurements collected outside the smoking rooms did not appear to vary significantly from background $PM_{2.5}$ measurements. In order to determine whether the two sample sets were significantly different, IHI conducted a statistical analysis of the data using the Student's t-test to compare the sample means. The results of the t-test indicated that the samples collected outside of and immediately adjacent to the smoking rooms were not statistically different from those collected from locations in other parts of the airport. Based on these results, smoking rooms do not appear to be releasing a significant amount of $PM_{2.5}$ to adjacent areas. In addition, as expected, the $PM_{2.5}$ concentrations measured inside the smoking rooms were found to be statistically higher than the measurements collected outside

the smoking rooms and statistically higher than background measurements collected in the terminal and outdoors.

5.2 Nicotine Air Sampling

No nicotine was detected in any of the air samples collected near the smoking rooms. Based on the sample results, very little, if any, cigarette smoke appears to be escaping the smoking room doorways and entering non-smoking areas.

5.3 Pressure Differential Assessment

ASHRAE does not publish a recommended pressure differential between smoking areas and non-smoking areas. It is generally accepted that a pressure differential of at least 0.001" is adequate to prevent significant escape of air from negatively pressurized areas. As a reference, the Centers for Disease Control and Prevention (CDC) has published a recommended pressure differential of 0.01" for infection control purposes[2].

The pressure differentials observed in all smoking rooms were found to be well above 0.001" and were even well above the CDC's infection control guidelines. In addition, all smoking rooms had significant and sustained airflow into the room when doorways were opened. This indicates that even when doors are open, airflow into the rooms should prevent ETS from escaping. Based on the results of this assessment, the smoking rooms appear to be adequately designed and negatively pressurized to prevent ETS from escaping to adjacent areas.

5.4 Other Observations

The only observed source of ETS outside of the smoking rooms was from exhaled smoke; however, IHI only observed this behavior once, and the airflow into the doorway appeared to "scrub" residual ETS from clothing enough to prevent a perceptible odor.

6.0 Conclusions and Recommendations

Conclusions

- $PM_{2.5}$ concentrations measured immediately adjacent to smoking rooms were not statistically different from those measured in concourse areas remote from the smoking rooms.

[2] http://www.cdc.gov/mmwr/preview/mmwrhtml/rr5210a1.htm

- No nicotine was detected in samples collected outside of smoking rooms.
- Pressure differentials between smoking rooms and adjacent areas are sufficient to prevent air and tobacco smoke from escaping.
- Air velocity measurements indicate significant airflow through open doorways into the smoking rooms, which appears to adequately prevent the release of ETS when smokers enter and exit the rooms.
- Although a remote possibility, based upon information provided by SLCDA employees, re-entrainment of smoking room exhaust air does not appear to be a significant issue.
- Based upon the results of this assessment, it is IHI's professional opinion that the smoking rooms effectively prevent the drift of any smoke to any non-smoking area of the terminal.

Recommendations

- Continue the current program of preventive maintenance for the ventilation systems serving the smoking rooms.
- If smoking odors are reported in areas outside of smoking rooms, conduct a prompt investigation to determine the source of the odors.

7.0 PROJECT LIMITATIONS

This Project was performed using, as a minimum, practices consistent with standards acceptable within the industry at this time, and a level of diligence typically exercised by industrial hygiene and environmental consultants performing similar services.

The procedures used in this investigation attempt to establish a balance between the competing goals of limiting investigative and reporting costs and time, and reducing the uncertainty about unknown conditions. Therefore, because the findings of this report were derived from the scope, costs, time, and other limitations, the conclusions should not be construed as a guarantee that all environmental or occupational hazards have been identified and fully evaluated. Where sample collection and testing have been performed, IHI's professional opinions are based in part on the interpretation of data from discrete sampling locations that may not represent conditions at non-sampled locations. IHI assumes no responsibility for omissions or errors resulting from inaccurate information or data provided by sources outside of IHI, or from omissions or errors in public records.

Furthermore, it is emphasized that the final decision on how much risk to accept always remains with the client since IHI is not in a position to fully understand all of the client's needs. Clients with a greater aversion to risk may want to take additional actions while others, with less aversion to risk, may want to take no further action.

Appendix A

$PM_{2.5}$ Data

Test 001

Instrument	
Model	SidePak Aerosol Monitor
Meter S/N	10808014

Data Properties	
Start Date	03/07/2013
Start Time	08:03:59
Stop Date	03/07/2013
Stop Time	08:47:59
Total Time	0:00:44:00
Logging Interval	60 seconds

Statistics	
	Aerosol
Avg	0.030 mg/m^3
Max	0.132 mg/m^3
Max Date	03/07/2013
Max Time	08:46:59
Min	0.017 mg/m^3
Min Date	03/07/2013
Min Time	08:05:59
TWA (8 hr)	0.003
TWA Start Date	03/07/2013
TWA Start Time	08:03:59
TWA End Time	08:47:59

Test 002

Instrument		Data Properties	
Model	SidePak Aerosol Monitor	Start Date	03/07/2013
Meter S/N	10808014	Start Time	09:39:26
		Stop Date	03/07/2013
		Stop Time	09:52:26
		Total Time	0:00:13:00
		Logging Interval	60 seconds

Statistics	
	Aerosol
Avg	0.039 mg/m^3
Max	0.048 mg/m^3
Max Date	03/07/2013
Max Time	09:46:26
Min	0.035 mg/m^3
Min Date	03/07/2013
Min Time	09:41:26
TWA (8 hr)	N/A
TWA Start Date	03/07/2013
TWA Start Time	09:39:26
TWA End Time	09:52:26

Test 003

Instrument		Data Properties	
Model	SidePak Aerosol Monitor	Start Date	03/07/2013
Meter S/N	10808014	Start Time	09:56:31
		Stop Date	03/07/2013
		Stop Time	10:06:31
		Total Time	0:00:10:00
		Logging Interval	60 seconds

Statistics	
	Aerosol
Avg	0.202 mg/m^3
Max	0.329 mg/m^3
Max Date	03/07/2013
Max Time	10:01:31
Min	0.112 mg/m^3
Min Date	03/07/2013
Min Time	09:58:31
TWA (8 hr)	N/A
TWA Start Date	03/07/2013
TWA Start Time	09:56:31
TWA End Time	10:06:31

Test 004

Instrument		Data Properties	
Model	SidePak Aerosol Monitor	Start Date	03/07/2013
Meter S/N	10808014	Start Time	10:10:32
		Stop Date	03/07/2013
		Stop Time	10:14:32
		Total Time	0:00:04:00
		Logging Interval	60 seconds

Statistics	
	Aerosol
Avg	0.041 mg/m^3
Max	0.048 mg/m^3
Max Date	03/07/2013
Max Time	10:13:32
Min	0.036 mg/m^3
Min Date	03/07/2013
Min Time	10:11:32
TWA (8 hr)	N/A
TWA Start Date	03/07/2013
TWA Start Time	10:10:32
TWA End Time	10:14:32

Test 005

Instrument		Data Properties	
Model	SidePak Aerosol Monitor	Start Date	03/07/2013
Meter S/N	10808014	Start Time	10:14:42
		Stop Date	03/07/2013
		Stop Time	10:21:42
		Total Time	0:00:07:00
		Logging Interval	60 seconds

Statistics	
	Aerosol
Avg	0.044 mg/m^3
Max	0.047 mg/m^3
Max Date	03/07/2013
Max Time	10:17:42
Min	0.041 mg/m^3
Min Date	03/07/2013
Min Time	10:16:42
TWA (8 hr)	N/A
TWA Start Date	03/07/2013
TWA Start Time	10:14:42
TWA End Time	10:21:42

Test 006

Instrument		Data Properties	
Model	SidePak Aerosol Monitor	Start Date	03/07/2013
Meter S/N	10808014	Start Time	10:22:34
		Stop Date	03/07/2013
		Stop Time	10:32:34
		Total Time	0:00:10:00
		Logging Interval	60 seconds

Statistics	
	Aerosol
Avg	1.238 mg/m^3
Max	1.861 mg/m^3
Max Date	03/07/2013
Max Time	10:27:34
Min	0.748 mg/m^3
Min Date	03/07/2013
Min Time	10:30:34
TWA (8 hr)	N/A
TWA Start Date	03/07/2013
TWA Start Time	10:22:34
TWA End Time	10:32:34

Test 007

Instrument		Data Properties	
Model	SidePak Aerosol Monitor	Start Date	03/07/2013
Meter S/N	10808014	Start Time	10:36:37
		Stop Date	03/07/2013
		Stop Time	10:43:37
		Total Time	0:00:07:00
		Logging Interval	60 seconds

Statistics	
	Aerosol
Avg	0.049 mg/m^3
Max	0.063 mg/m^3
Max Date	03/07/2013
Max Time	10:40:37
Min	0.041 mg/m^3
Min Date	03/07/2013
Min Time	10:42:37
TWA (8 hr)	N/A
TWA Start Date	03/07/2013
TWA Start Time	10:36:37
TWA End Time	10:43:37

Test 008

Instrument		Data Properties	
Model	SidePak Aerosol Monitor	Start Date	03/07/2013
Meter S/N	10808014	Start Time	10:45:36
		Stop Date	03/07/2013
		Stop Time	10:48:36
		Total Time	0:00:03:00
		Logging Interval	60 seconds

Statistics	
	Aerosol
Avg	0.057 mg/m^3
Max	0.061 mg/m^3
Max Date	03/07/2013
Max Time	10:47:36
Min	0.054 mg/m^3
Min Date	03/07/2013
Min Time	10:48:36
TWA (8 hr)	N/A
TWA Start Date	03/07/2013
TWA Start Time	10:45:36
TWA End Time	10:48:36

Test 009

Instrument		Data Properties	
Model	SidePak Aerosol Monitor	Start Date	03/07/2013
Meter S/N	10808014	Start Time	10:49:52
		Stop Date	03/07/2013
		Stop Time	10:59:52
		Total Time	0:00:10:00
		Logging Interval	60 seconds

Statistics	
	Aerosol
Avg	0.558 mg/m^3
Max	1.072 mg/m^3
Max Date	03/07/2013
Max Time	10:50:52
Min	0.196 mg/m^3
Min Date	03/07/2013
Min Time	10:55:52
TWA (8 hr)	N/A
TWA Start Date	03/07/2013
TWA Start Time	10:49:52
TWA End Time	10:59:52

Test 010

Instrument		Data Properties	
Model	SidePak Aerosol Monitor	Start Date	03/07/2013
Meter S/N	10808014	Start Time	11:04:32
		Stop Date	03/07/2013
		Stop Time	11:09:32
		Total Time	0:00:05:00
		Logging Interval	60 seconds

Statistics	
	Aerosol
Avg	0.052 mg/m^3
Max	0.063 mg/m^3
Max Date	03/07/2013
Max Time	11:08:32
Min	0.042 mg/m^3
Min Date	03/07/2013
Min Time	11:05:32
TWA (8 hr)	N/A
TWA Start Date	03/07/2013
TWA Start Time	11:04:32
TWA End Time	11:09:32

Test 011

Instrument		Data Properties	
Model	SidePak Aerosol Monitor	Start Date	03/07/2013
Meter S/N	10808014	Start Time	11:10:20
		Stop Date	03/07/2013
		Stop Time	11:13:20
		Total Time	0:00:03:00
		Logging Interval	60 seconds

Statistics	
	Aerosol
Avg	0.059 mg/m^3
Max	0.059 mg/m^3
Max Date	03/07/2013
Max Time	11:11:20
Min	0.058 mg/m^3
Min Date	03/07/2013
Min Time	11:13:20
TWA (8 hr)	N/A
TWA Start Date	03/07/2013
TWA Start Time	11:10:20
TWA End Time	11:13:20

Test 012

Instrument		Data Properties	
Model	SidePak Aerosol Monitor	Start Date	03/07/2013
Meter S/N	10808014	Start Time	11:14:23
		Stop Date	03/07/2013
		Stop Time	11:20:23
		Total Time	0:00:06:00
		Logging Interval	60 seconds

Statistics	
	Aerosol
Avg	0.718 mg/m^3
Max	0.999 mg/m^3
Max Date	03/07/2013
Max Time	11:20:23
Min	0.539 mg/m^3
Min Date	03/07/2013
Min Time	11:18:23
TWA (8 hr)	N/A
TWA Start Date	03/07/2013
TWA Start Time	11:14:23
TWA End Time	11:20:23

Test 013

Instrument		Data Properties	
Model	SidePak Aerosol Monitor	Start Date	03/07/2013
Meter S/N	10808014	Start Time	11:25:12
		Stop Date	03/07/2013
		Stop Time	11:32:12
		Total Time	0:00:07:00
		Logging Interval	60 seconds

Statistics	
	Aerosol
Avg	0.049 mg/m^3
Max	0.078 mg/m^3
Max Date	03/07/2013
Max Time	11:26:12
Min	0.040 mg/m^3
Min Date	03/07/2013
Min Time	11:32:12
TWA (8 hr)	N/A
TWA Start Date	03/07/2013
TWA Start Time	11:25:12
TWA End Time	11:32:12

Test 014

Instrument		Data Properties	
Model	SidePak Aerosol Monitor	Start Date	03/07/2013
Meter S/N	10808014	Start Time	11:32:22
		Stop Date	03/07/2013
		Stop Time	11:37:22
		Total Time	0:00:05:00
		Logging Interval	60 seconds

Statistics	
	Aerosol
Avg	0.043 mg/m^3
Max	0.046 mg/m^3
Max Date	03/07/2013
Max Time	11:34:22
Min	0.041 mg/m^3
Min Date	03/07/2013
Min Time	11:33:22
TWA (8 hr)	N/A
TWA Start Date	03/07/2013
TWA Start Time	11:32:22
TWA End Time	11:37:22

Test 015

Instrument		Data Properties	
Model	SidePak Aerosol Monitor	Start Date	03/07/2013
Meter S/N	10808014	Start Time	11:39:12
		Stop Date	03/07/2013
		Stop Time	11:44:12
		Total Time	0:00:05:00
		Logging Interval	60 seconds

Statistics	
	Aerosol
Avg	1.002 mg/m^3
Max	2.761 mg/m^3
Max Date	03/07/2013
Max Time	11:44:12
Min	0.201 mg/m^3
Min Date	03/07/2013
Min Time	11:40:12
TWA (8 hr)	N/A
TWA Start Date	03/07/2013
TWA Start Time	11:39:12
TWA End Time	11:44:12

Test 016

Instrument		Data Properties	
Model	SidePak Aerosol Monitor	Start Date	03/07/2013
Meter S/N	10808014	Start Time	11:58:02
		Stop Date	03/07/2013
		Stop Time	12:04:02
		Total Time	0:00:06:00
		Logging Interval	60 seconds

Statistics	
	Aerosol
Avg	0.045 mg/m^3
Max	0.049 mg/m^3
Max Date	03/07/2013
Max Time	11:59:02
Min	0.037 mg/m^3
Min Date	03/07/2013
Min Time	12:04:02
TWA (8 hr)	N/A
TWA Start Date	03/07/2013
TWA Start Time	11:58:02
TWA End Time	12:04:02

Appendix B

Laboratory Report

ANALYTICAL REPORT

Report Date: March 18, 2013

Alex Peck
IHI Environmental
640 East Wilmington Ave.
Salt Lake City, UT 84106

Phone: (425) 273-3858
Fax: (607) 776-0301
E-mail: peck@ihi-env.com

Workorder: **34-1306770**
Client Project ID: AL137182
Purchase Order: AL137182
Project Manager: Paul Pope

Analytical Results

Sample ID: **182-TA-1** Media: SKC 226-93, XAD-4 Tube 40/80mg Collected: 03/07/2013
Lab ID: 1306770001 Received: 03/08/2013

Method: NIOSH 2551 **Sampling Parameter:** Air Volume 204.6 L **Analyzed:** 03/15/2013

Analyte	ug/sample	mg/m³	ppm	RL (ug/sample)
Nicotine	<0.50	<0.0024	<0.00037	0.50

Sample ID: **182-TA-2** Media: SKC 226-93, XAD-4 Tube 40/80mg Collected: 03/07/2013
Lab ID: 1306770002 Received: 03/08/2013

Method: NIOSH 2551 **Sampling Parameter:** Air Volume 279.4 L **Analyzed:** 03/15/2013

Analyte	ug/sample	mg/m³	ppm	RL (ug/sample)
Nicotine	<0.50	<0.0018	<0.00027	0.50

Sample ID: **182-TA-3** Media: SKC 226-93, XAD-4 Tube 40/80mg Collected: 03/07/2013
Lab ID: 1306770003 Received: 03/08/2013

Method: NIOSH 2551 **Sampling Parameter:** Air Volume 235.8 L **Analyzed:** 03/15/2013

Analyte	ug/sample	mg/m³	ppm	RL (ug/sample)
Nicotine	<0.50	<0.0021	<0.00032	0.50

Sample ID: **182-TA-4** Media: SKC 226-93, XAD-4 Tube 40/80mg Collected: 03/07/2013
Lab ID: 1306770004 Received: 03/08/2013

Method: NIOSH 2551 **Sampling Parameter:** Air Volume 240.1 L **Analyzed:** 03/15/2013

Analyte	ug/sample	mg/m³	ppm	RL (ug/sample)
Nicotine	<0.50	<0.0021	<0.00031	0.50

ANALYTICAL REPORT

Workorder: **34-1306770**
Client Project ID: AL137182
Purchase Order: AL137182
Project Manager: Paul Pope

Analytical Results

Sample ID: **182-TA-5** Media: SKC 226-93, XAD-4 Tube 40/80mg Collected: 03/07/2013
Lab ID: 1306770005 Received: 03/08/2013

Method: NIOSH 2551 **Sampling Parameter:** Air Volume 255.4 L **Analyzed:** 03/15/2013

Analyte	ug/sample	mg/m³	ppm	RL (ug/sample)
Nicotine	<0.50	<0.0020	<0.00030	0.50

Sample ID: **182-FB-6** Media: SKC 226-93, XAD-4 Tube 40/80mg Collected: 03/07/2013
Lab ID: 1306770006 Received: 03/08/2013

Method: NIOSH 2551 **Sampling Parameter:** Air Volume Not Applicable **Analyzed:** 03/15/2013

Analyte	ug/sample	mg/m³	ppm	RL (ug/sample)
Nicotine	<0.50	NA	NA	0.50

Report Authorization

Method	Analyst	Peer Review
NIOSH 2551	Bannet Asingura	Brett J. Murphy

Laboratory Contact Information

ALS Environmental
960 W Levoy Drive
Salt Lake City, Utah 84123

Phone: (801) 266-7700
Email: alslt.lab@ALSGlobal.com
Web: www.alsslc.com

ANALYTICAL REPORT

Workorder: **34-1306770**
Client Project ID: AL137182
Purchase Order: AL137182
Project Manager: Paul Pope

General Lab Comments

The results provided in this report relate only to the items tested.
Samples were received in acceptable condition unless otherwise noted.
Samples have not been blank corrected unless otherwise noted.
This test report shall not be reproduced, except in full, without written approval of ALS.

ALS provides professional analytical services for all samples submitted. ALS is not in a position to interpret the data and assumes no responsibility for the quality of the samples submitted.

All quality control samples processed with the samples in this report yielded acceptable results unless otherwise noted.

ALS is accredited for specific fields of testing (scopes) in the following testing sectors. The quality system implemented at ALS conforms to accreditation requirements and is applied to all analytical testing performed by ALS. The following table lists testing sector, accreditation body, accreditation number and website. Please contact these accrediting bodies or your ALS project manager for the current scope of accreditation that applies to your analytical testing.

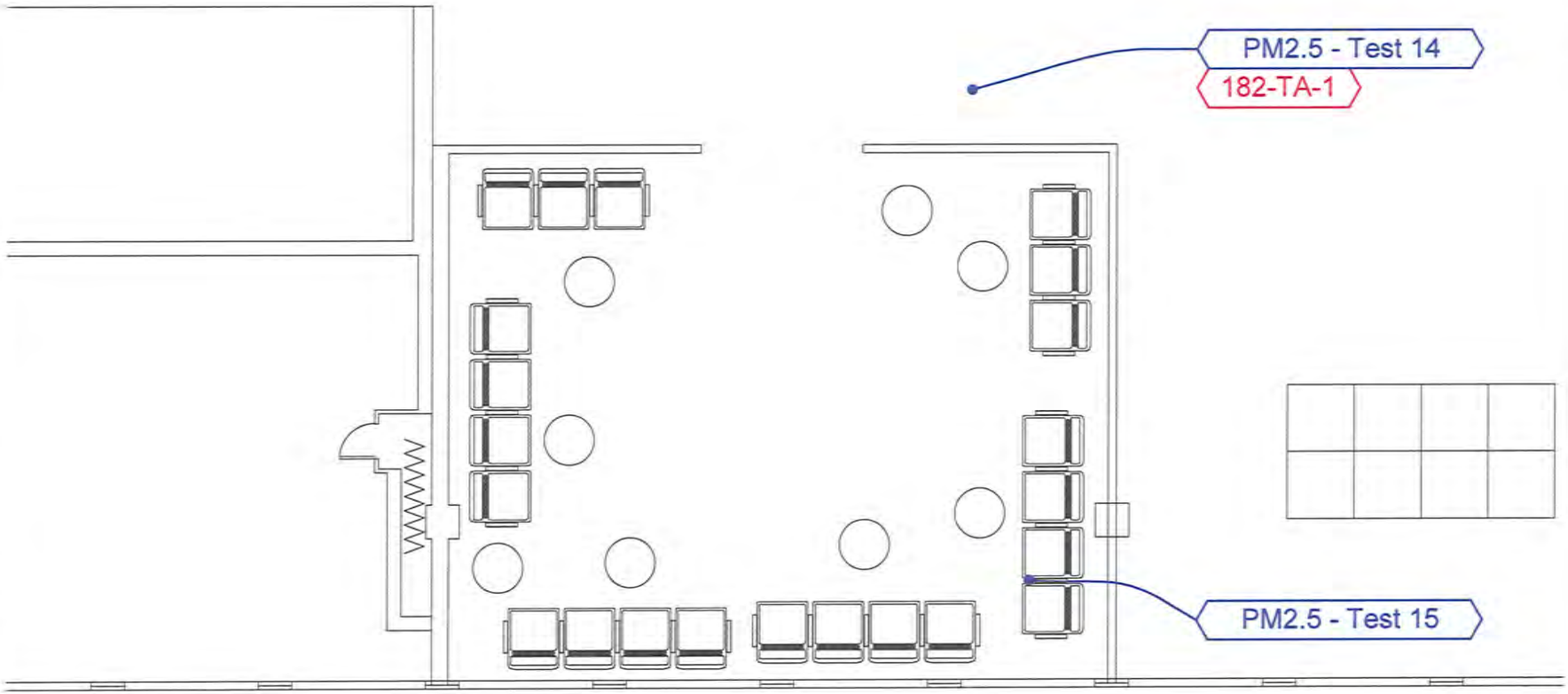
Testing Sector	Accreditation Body (Standard)	Certificate Number	Website
Environmental	ACLASS (DoD ELAP)	ADE-1420	http://www.aclasscorp.com
	Utah (NELAC)	DATA1	http://health.utah.gov/lab/labimp/
	Nevada	UT00009	http://ndep.nv.gov/bsdw/labservice.htm
	Oklahoma	UT00009	http://www.deq.state.ok.us/CSDnew/
	Iowa	IA# 376	http://www.iowadnr.gov/InsideDNR/RegulatoryWater.aspx
	Florida (TNI)	E871067	http://www.dep.state.fl.us/labs/bars/sas/qa/
	Texas (TNI)	T104704456-11-1	http://www.tceq.texas.gov/field/qa/lab_accred_certif.html
Industrial Hygiene	AIHA (ISO 17025 & AIHA IHLAP/ELLAP)	101574	http://www.aihaaccreditedlabs.org
Lead Testing:			
CPSC	ACLASS (ISO 17025, CPSC)	ADE-1420	http://www.aclasscorp.com
Soil, Dust, Paint ,Air	AIHA (ISO 17025, AIHA ELLAP and NLLAP)	101574	http://www.aihaaccreditedlabs.org
Dietary Supplements	ACLASS (ISO 17025)	ADE-1420	http://www.aclasscorp.com

Definitions

LOD = Limit of Detection = MDL = Method Detection Limit, A statistical estimate of method/media/instrument sensitivity.
LOQ = Limit of Quantitation = RL = Reporting Limit, A verified value of method/media/instrument sensitivity.
ND = Not Detected, Testing result not detected above the LOD or LOQ.
** No result could be reported, see sample comments for details.
< This testing result is less than the numerical value.
( ) This testing result is between the LOD and LOQ and has higher analytical uncertainty than values at or above the LOQ.

Appendix C

Sample Location Drawings



Explanation

PM2.5 - Test 00 Particulate Monitoring Location & Number

182-TX-0 Nicotine Sample Location & Number

N

0 2.5' 5'

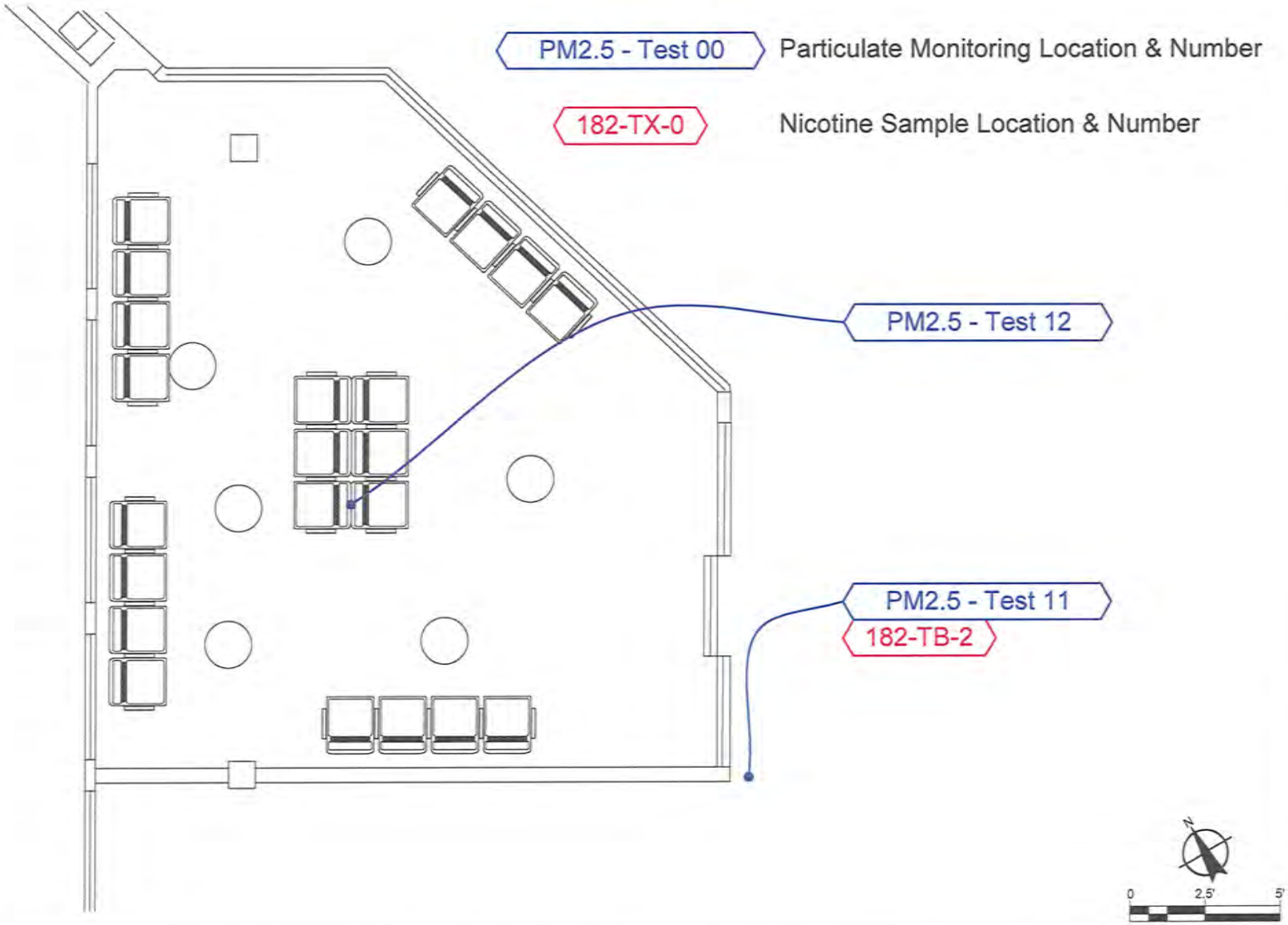
IHI ENVIRONMENTAL
A Terracon COMPANY
ihi-env.com | terracon.com

Salt Lake City Department of Airports
Salt Lake City International Airport
Concourse "A" Smoking Room
Salt Lake City, Utah

Indoor Air Quality Sample Locations - Concourse "A"

PROJECT No:	AL137182
SHEET NO:	1 of 5
DRAWN BY:	Keith
DATE:	03-07-2013
REVIEWED BY:	
DATE:	

N:\Projects\2013\AL137182\Working Files\Diagrams-Drawings-Figures\AL137182.dwg, smoking A, 3/21/2013 10:37:47 AM, kfarrell, ANSI full bleed A (8.50 x 11.00 Inches)



IHI ENVIRONMENTAL
A Terracon COMPANY
ihi-env.com | terracon.com

Salt Lake City Department of Airports
Salt Lake City International Airport
Concourse "B" Smoking Room
Salt Lake City, Utah

Indoor Air Quality Sample Locations - Concourse "B"

PROJECT No:	AL137182
SHEET NO:	2 of 5
DRAWN BY:	Keith
DATE:	03-07-2013
REVIEWED BY:	
DATE:	

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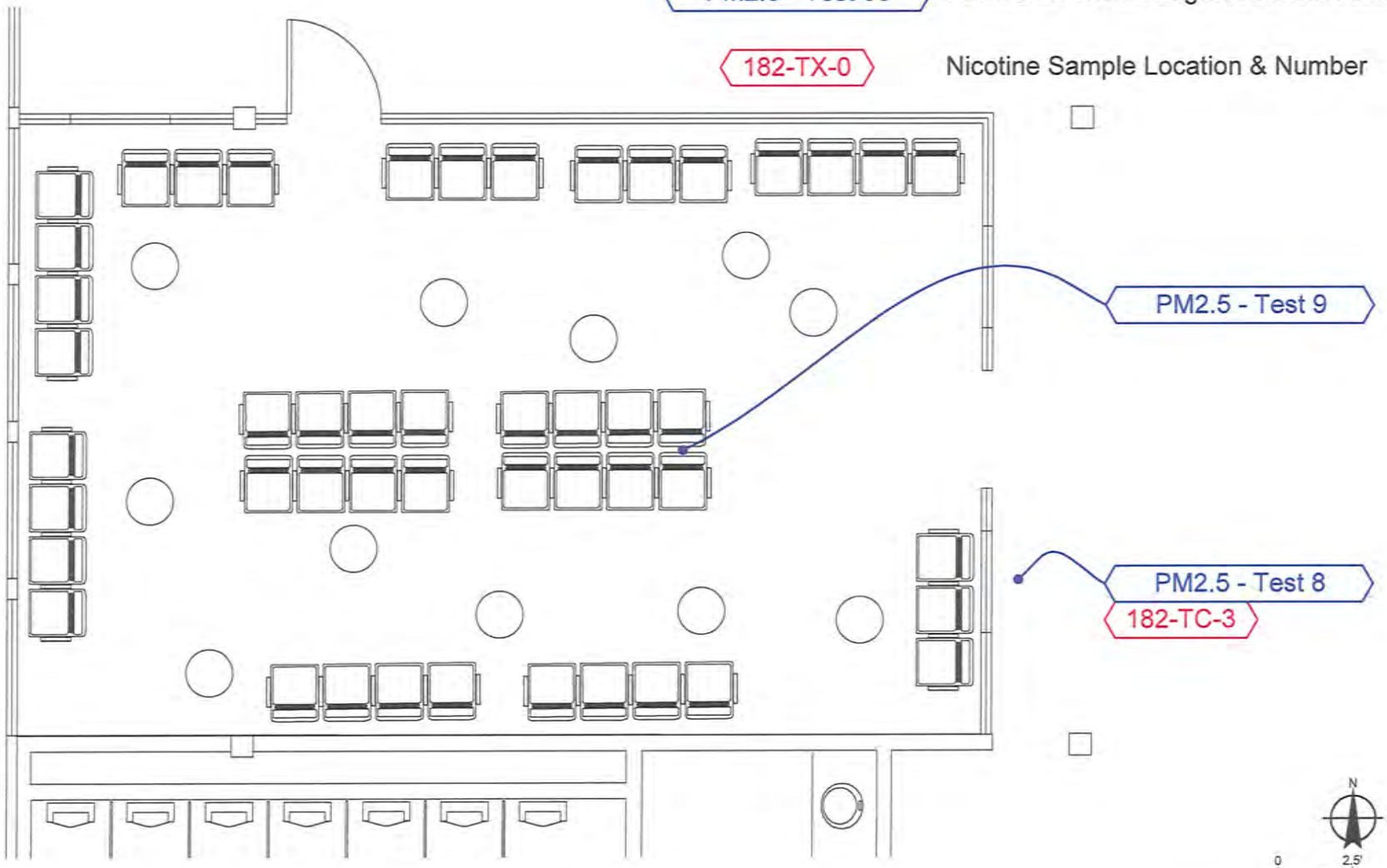
Explanation

PM2.5 - Test 00 — Particulate Monitoring Location & Number

182-TX-0 — Nicotine Sample Location & Number



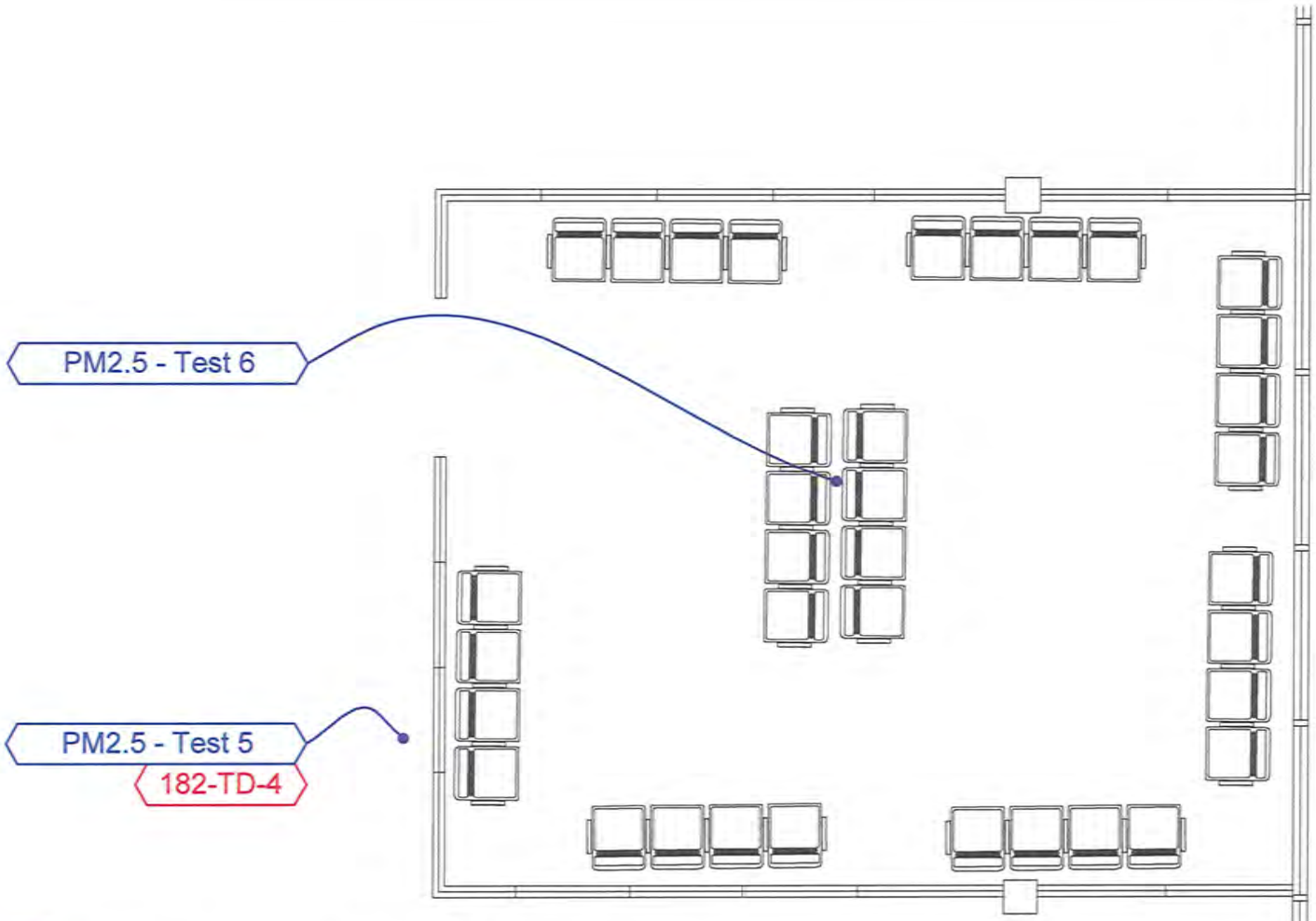
IHI ENVIRONMENTAL
A Terracon COMPANY
ihi-env.com | terracon.com

Salt Lake City Department of Airports
Salt Lake City International Airport
Concourse "C" Smoking Room
Salt Lake City; Utah

Indoor Air Quality Sample Locations - Concourse "C"

PROJECT No:	AL137182
SHEET NO:	3 of 5
DRAWN BY:	Keith
DATE:	03-07-2013
REVIEWED BY:	
DATE:	

N:\Projects\2013\AL137182\Working Files\Diagrams-Drawings-Figures\AL137182.dwg, smoking C, 3/21/2013 10:38:59 AM, kfarrell, ANSI full bleed A (8.50 x 11.00 Inches)



Explanation

PM2.5 - Test 00 Particulate Monitoring Location & Number

182-TX-0 Nicotine Sample Location & Number

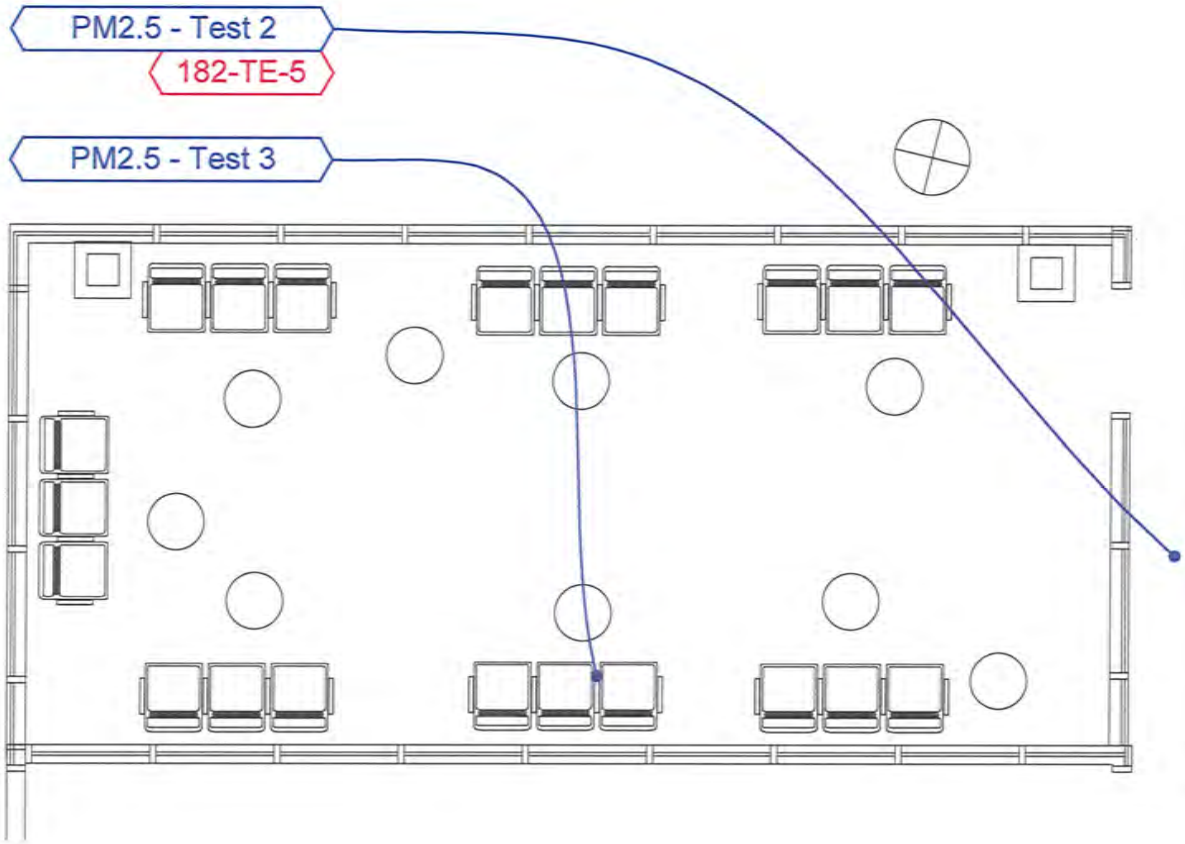
IHI ENVIRONMENTAL
A Terracon COMPANY
ihi-env.com | terracon.com

Salt Lake City Department of Airports
Salt Lake City International Airport
Concourse "D" Smoking Room
Salt Lake City, Utah

Indoor Air Quality Sample Locations - Concourse "D"

PROJECT No:	AL137182
SHEET NO:	4 of 5
DRAWN BY:	Keith
DATE:	03-07-2013
REVIEWED BY:	
DATE:	

N:\Projects\2013\AL137182\Working Files\Diagrams-Drawings-Figures\AL137182.dwg, smoking D, 3/21/2013 10:39:21 AM, kfarrell, ANSI full bleed A (8.50 x 11.00 Inches)



Explanation

PM2.5 - Test 00 Particulate Monitoring Location & Number

182-TX-0 Nicotine Sample Location & Number

0 2.5' 5'

IHI ENVIRONMENTAL
A Terracon COMPANY
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Salt Lake City Department of Airports
Salt Lake City International Airport
Concourse "E" Smoking Room
Salt Lake City, Utah

Indoor Air Quality Sample Locations - Concourse "E"

PROJECT No:	AL137182
SHEET NO:	5 of 5
DRAWN BY:	Keith
DATE:	03-07-2013
REVIEWED BY:	
DATE:	

N:\Projects\2013\AL137182\Working Files\Diagrams-Drawings-Figures\AL137182.dwg, smoking E, 3/21/2013 10:39:51 AM, kfarrell, ANSI full bleed A (8.50 x 11.00 Inches)

SALT LAKE CITY AIRPORT BOARD

AGENDA:	DISCUSSION ITEM (F)
DATE:	18 June 2014
TO:	Airport Board
FROM:	Maureen Riley, Executive Director
SUBJECT:	**Sustainability Initiatives**

Mike Williams, Terminal Redevelopment Program (TRP) Director, will present an update on the sustainability initiatives for the TRP.

DEPARTMENT OF AIRPORTS
BOARD MEETING

18 June 2014

INFORMATIONAL ITEMS

SALT LAKE CITY DEPARTMENT OF AIRPORTS
(An Enterprise Fund of Salt Lake City Corporation)
Statements of Net Position

April 30,	2014	2013
ASSETS		
Current Assets		
Cash and cash equivalents		
Unrestricted	$ 10,000,000	$ 10,000,000
Designated for future development	177,482,285	203,930,388
Current investments	10,004,230	15,136,135
Airline and rental fees receivable	13,140,480	18,649,200
Other current assets	4,205,877	3,663,758
Total current assets	214,832,872	251,379,481
Noncurrent Assets		
Restricted cash and cash equivalents		
Construction projects	112,511,821	83,053,083
Customer facility charges	37,165,264	21,864,072
Operation and maintenance reserve fund	14,714,567	14,658,730
Renewal and replacement reserve fund	5,000,000	5,000,000
Noncurrent investments	53,600,985	2,090,605
Total noncurrent restricted cash and cash equivalents	222,992,637	126,666,490
Capital assets		
Land	93,005,224	92,882,695
Building and improvements	1,136,282,367	1,094,893,538
Equipment	130,728,697	128,570,233
Construction in progress	83,155,451	71,328,882
Total capital assets - at cost	1,443,171,738	1,387,675,348
Less accumulated depreciation		
Building and improvements	697,900,313	642,275,276
Equipment	80,293,069	75,420,558
Total accumulated depreciation	778,193,382	717,695,834
Net capital assets	664,978,356	669,979,514
Other assets		
Deferred charges	16,799,066	16,799,066
Other long-term assets	1,068,921	88,296
Total other assets	17,867,987	16,887,362
Total noncurrent assets	905,838,980	813,533,366
Total Assets	$ 1,120,671,852	$ 1,064,912,845

SALT LAKE CITY DEPARTMENT OF AIRPORTS
(An Enterprise Fund of Salt Lake City Corporation)
Statements of Net Position

April 30,	2014	2013
LIABILITIES		
Current Liabilities		
Accounts payable	$ 2,894,354	$ 1,687,693
Accrued compensation	905,849	964,023
Other accrued liabilities	2,156,705	2,934,145
Deposits and advance rentals	3,619,993	3,917,861
Total current liabilities	9,576,901	9,503,722
Noncurrent Liabilities		
Noncurrent compensation liability	3,572,165	3,714,690
Net OPEB obligation	6,884,000	5,434,000
Pollution remediation liability	96,536	127,732
Other long-term liabilities	250,162	257,935
Total noncurrent liabilities	10,802,863	9,534,357
Total Liabilities	20,379,764	19,038,079
NET POSITION		
Restricted for construction projects	112,511,821	83,053,083
Restricted for customer facility charges	37,165,264	21,864,072
Restricted for operation and maintenance reserve fund	14,714,567	14,658,730
Restricted for renewal and replacement reserve fund	5,000,000	5,000,000
Total Restricted	169,391,652	124,575,885
Net investment in capital assets	664,978,356	669,979,514
Unrestricted	265,922,079	251,319,368
Net Position	$ 1,100,292,088	$ 1,045,874,766

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise fund of Salt Lake City Corporation)

Statement of Revenues, Expenses and Changes in Fund Net Position

for the ten month period ended April 30,	2014	2013
Operating Revenues		
Airfield	$ 23,391,767	$ 21,786,835
Terminals	38,332,860	38,324,144
Landside	40,758,937	40,270,576
Auxiliary airports	609,874	577,622
General aviation	1,758,394	1,682,376
Support areas	6,223,596	6,172,409
Other	2,699,445	2,051,919
Operating revenues	113,774,874	110,865,881
Less airline revenue sharing	(8,186,290)	(8,251,230)
Total operating revenues	105,588,584	102,614,649
Operating Expenses		
Airfield	21,231,710	21,589,139
Terminals	29,558,707	32,122,850
Landside	9,290,788	7,877,117
Auxiliary airports	1,173,061	1,230,024
General aviation	898,864	856,115
Support areas	873,632	796,829
Roads and grounds	4,852,405	4,900,691
Other	1,799,751	1,723,849
Total operating expenses before depreciation	69,678,919	71,096,614
Operating Income Before Depreciation	35,909,666	31,518,035
Depreciation Expense	49,695,740	42,701,940
Operating Loss	(13,786,075)	(11,183,905)
Non-Operating Revenues (Expenses)		
Passenger Facility Charges	31,701,693	30,935,446
Customer Facility Charges	12,341,243	11,996,780
Gain (Loss) on disposition of property and equipment	15,375	175,886
Interest income	1,665,822	1,460,370
Net non-operating income (expense)	45,724,132	44,568,482
Capital Contributions		
Contributions and grants, principally Airport Improvement Program	13,637,680	9,839,908
State grants	11,841	25,195
Total capital contributions	13,649,521	9,865,103
Net Position		
Increase in net position	45,587,579	43,249,680
Net Position, beginning of period	1,054,704,509	1,002,625,089
Net Position, end of period	$ 1,100,292,088	$ 1,045,874,769

SALT LAKE CITY DEPARTMENT OF AIRPORTS
COMPARISON OF OPERATING REVENUE AND EXPENDITURE TO BUDGET
FOR THE TEN MONTH PERIOD ENDING APRIL 2014

	ACTUAL	APPROVED BUDGET	SURPLUS (DEFICIT)	
Revenues:				
Landing Fees	20,305,417	19,992,900	$312,517	1.6%
Fuel Farm	440,074	440,000	74	0.0%
Aircraft Remain Overnight Fees	96,500	104,900	(8,400)	-8.0%
Cargo Bldg. & Ramp Use Fee	1,803,202	1,803,700	(498)	0.0%
Security Charges to TSA	261,440	267,600	(6,160)	-2.3%
Extraordinary Service Charges	109,605	96,600	13,005	13.5%
Passenger Loading Bridges	1,284,884	1,204,500	80,384	6.7%
Tenant Telephone Fees	285,938	286,900	(962)	-0.3%
Terminal Rents	22,726,991	22,542,900	184,091	0.8%
Executive Terminal	161,718	156,100	5,618	3.6%
General Aviation Hangars	928,564	913,000	15,564	1.7%
FBO Hangars/Fuel Oil Royalty	428,789	483,100	(54,311)	-11.2%
Flight Kitchens	991,747	975,100	16,647	1.7%
Other Buildings & Office Space	4,807,249	4,760,900	46,349	1.0%
Food Service & Vending	7,617,424	6,641,800	975,624	14.7%
News/Gift Shop	4,134,046	3,759,300	374,746	10.0%
Car Rental	15,372,852	14,709,800	663,052	4.5%
Leased Site Areas	1,668,674	1,690,900	(22,226)	-1.3%
Auto Parking/Ground Transportation	25,366,128	25,277,800	88,328	0.3%
Advertising	774,041	527,700	246,341	46.7%
State Aviation Fuel Tax	1,916,176	1,941,200	(25,024)	-1.3%
Military	114,140	114,000	140	0.1%
Glycol Recycling Sales	122,991	277,000	(154,009)	-55.6%
ARFF Training	441,215	511,700	(70,485)	-13.8%
Other	1,615,070	1,114,700	500,370	44.9%
Less: Airline Revenue Sharing	(8,186,290)	(8,207,000)	20,710	-0.25%
Operating Revenue	**105,588,584**	**102,387,100**	**3,201,484**	**3.1%**
Expenses:				
Salary & Wages	25,239,216	25,316,305	77,089	0.3%
Employee Benefits	11,500,582	11,985,051	484,469	4.0%
Maintenance Supplies	5,704,160	5,457,691	(246,469)	-4.5%
Automotive Supplies	1,937,577	1,584,000	(353,577)	-22.3%
Other Supplies	1,000,547	1,389,842	389,295	28.0%
Insurance Premiums	1,709,681	1,847,000	137,319	7.4%
Janitorial Service	5,394,896	5,626,100	231,204	4.1%
Maintenance Contracts	1,172,233	1,168,068	(4,165)	-0.4%
Other Contractual Services	2,463,779	2,844,680	380,901	13.4%
Professional & Tech Service	3,846,770	4,498,551	651,781	14.5%
Utilities	5,451,186	5,447,300	(3,886)	-0.1%
Administrative Service Fee	1,168,916	1,020,830	(148,086)	-14.5%
Aircraft Rescue Fire Fighting	3,416,647	3,283,600	(133,047)	-4.1%
Other Expenses	889,970	1,105,213	215,243	19.5%
Contingency Reserve	-	-	-	0.0%
Total Operating Expenses	**70,896,160**	**72,574,231**	**1,678,071**	**2.3%**
Capital Costs - E&M Division	**1,217,242**	**1,217,242**	**0**	**0.0%**
Total Operating Expense	**69,678,919**	**71,356,990**	**1,678,071**	**2.4%**
Operating Income	**35,909,666**	**$31,030,111**	**$ 4,879,555**	**15.7%**

Salt Lake City
Department of Airports

SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
FOUR MONTHS ENDED APRIL 2014

	April 2014	CHANGE	YTD 2014	CHANGE	12 MO ROLLING Ending 04/2014	CHANGE
PASSENGERS						
DOMESTIC						
Enplaned	841,259	4.41%	3,285,551	3.70%	10,046,169	2.17%
Deplaned	857,808	8.41%	3,257,069	4.24%	10,043,732	2.20%
TOTAL DOMESTIC	1,699,067	6.39%	6,542,620	3.97%	20,089,901	2.18%
INTERNATIONAL						
Enplaned	18,428	22.71%	61,909	6.70%	177,691	3.60%
Deplaned	18,500	29.17%	62,704	11.70%	179,060	5.95%
TOTAL INTERNATIONAL	36,928	25.86%	124,613	9.16%	356,751	4.77%
TOTAL PASSENGERS	**1,735,995**	**6.74%**	**6,667,233**	**4.06%**	**20,446,652**	**2.23%**
LANDED WEIGHT						
Air Carriers	965,506,713	1.54%	3,799,877,366	2.48%	11,697,902,353	2.22%
Cargo Carriers	77,917,100	5.95%	306,008,290	1.32%	954,110,439	3.79%
TOTAL LANDED WEIGHT (LBS)	**1,043,423,813**	**1.86%**	**4,105,885,656**	**2.39%**	**12,652,012,792**	**2.34%**
MAIL						
Enplaned	1,551,673	-8.67%	6,334,988	-7.44%	19,793,435	8.02%
Deplaned	935,005	18.37%	3,682,660	15.20%	10,179,751	11.78%
TOTAL MAIL (LBS)	**2,486,678**	**-0.09%**	**10,017,648**	**-0.23%**	**29,973,186**	**9.27%**
CARGO						
Enplaned	14,004,301	2.95%	54,591,636	-5.16%	169,552,820	-3.14%
Deplaned	13,036,137	-6.90%	48,821,569	-13.09%	156,781,826	-8.69%
TOTAL CARGO (LBS)	**27,040,438**	**-2.05%**	**103,413,205**	**-9.08%**	**326,334,646**	**-5.89%**
MAIL & CARGO						
Enplaned	7,002	2.96%	27,296	-5.16%	84,776	-3.14%
Deplaned	6,518	-6.90%	24,411	-13.09%	78,391	-8.69%
TOTAL MAIL & CARGO (TONS)	**13,520**	**-2.04%**	**51,707**	**-9.08%**	**163,167**	**-5.89%**
AIRCRAFT OPERATIONS						
Passenger Aircraft	19,182	-2.35%	77,032	-0.58%	237,526	-0.12%
All-Cargo Aircraft	1,516	7.37%	6,042	4.50%	18,494	5.35%
General Aviation	5,383	-18.09%	22,198	-14.18%	68,684	-4.44%
Military	202	11.60%	745	23.14%	2,159	2.76%
TOTAL AIRCRAFT OPERATIONS	**26,283**	**-5.49%**	**106,017**	**-3.38%**	**326,863**	**-0.75%**

SALT LAKE CITY INTERNATIONAL AIRPORT
PASSENGER TRAFFIC REPORT
FOUR MONTHS ENDED APRIL 2014

	April 2013	April 2014	% CHANGE	YTD 2013	YTD 2014	% CHANGE	12 MO ROLLING Ending 04/2014	% CHANGE
ENPLANED PASSENGERS								
ALASKA	7,859	8,251	4.99%	7,859	32,141	308.97%	97,400	1139.34%
AMERICAN	14,726	18,926	28.52%	71,887	76,233	6.05%	205,471	1.92%
American Eagle (American)	3,042	2,960	-2.70%	23,023	12,896	-43.99%	46,387	-41.70%
Republic Airways (American)	0	2,054	100.00%	0	7,838	100.00%	13,589	100.00%
SkyWest (American)	1,814	4,015	121.33%	10,059	16,447	63.51%	37,124	168.24%
DELTA	368,153	413,050	12.20%	1,423,251	1,523,090	7.01%	4,723,916	4.41%
SkyWest (Delta Connection)	228,141	193,820	-15.04%	874,492	760,704	-13.01%	2,528,473	-3.49%
Compass (Delta Connection)	12,480	25,676	105.74%	41,895	100,819	140.65%	236,949	-4.89%
FRONTIER	17,948	18,847	5.01%	69,962	75,534	7.96%	236,683	11.45%
JETBLUE	13,279	14,357	8.12%	53,110	54,119	1.90%	161,777	-7.94%
SOUTHWEST	94,224	96,390	2.30%	395,885	402,295	1.62%	1,163,403	-2.86%
UNITED	5,800	5,086	-12.31%	20,658	25,005	21.04%	66,120	78.21%
SkyWest (United Express)	23,030	20,881	-9.33%	89,546	85,185	-4.87%	252,267	-3.23%
Shuttle America (United Express)	3,291	3,417	3.83%	14,391	15,689	9.02%	47,901	-10.41%
Continental Airlines (United)	1,209	0	-100.00%	19,553	23,688	21.15%	41,863	-47.09%
Express Jet (Continental Express)	2,154	3,472	61.19%	8,357	9,108	8.99%	25,679	101.53%
Republic Airways (United)	57	1,804	3064.91%	2,048	5,822	184.28%	10,361	46.11%
US AIRWAYS	21,484	24,874	15.78%	93,062	113,229	21.67%	307,860	23.07%
Mesa (US Airways Express)	0	0	0.00%	0	281	100.00%	281	-84.78%
SkyWest (US Airways Express)	1,306	1,240	-5.05%	5,694	5,562	-2.32%	16,335	0.71%
Charters	726	567	-21.90%	1,511	1,775	17.47%	4,021	-0.47%
TOTAL ENPLANED PASSENGERS	**820,723**	**859,687**	**4.75%**	**3,226,243**	**3,347,460**	**3.76%**	**10,223,860**	**2.19%**
DEPLANED PASSENGERS								
ALASKA AIR	6,429	7,341	14.19%	6,429	29,062	352.05%	89,183	1287.20%
AMERICAN	14,458	20,015	38.44%	71,418	78,581	10.03%	212,307	2.25%
American Eagle (American)	3,082	3,219	4.45%	22,388	13,156	-41.24%	44,914	-41.50%
Republic Airways (American)	0	1,801	100.00%	0	6,977	100.00%	13,067	100.00%
SkyWest (American)	1,717	3,652	112.70%	9,534	15,328	60.77%	35,771	157.96%
DELTA	364,597	415,417	13.94%	1,413,179	1,500,613	6.19%	4,737,472	4.46%
SkyWest (Delta Connection)	222,972	189,980	-14.80%	858,470	749,271	-12.72%	2,501,402	-3.87%
Compass (Delta Connection)	11,634	41,178	253.95%	40,312	118,135	193.05%	256,874	2.87%
FRONTIER	17,833	18,950	6.26%	69,784	76,306	9.35%	239,676	11.01%
JETBLUE	12,247	14,205	15.99%	50,921	53,152	4.38%	159,980	-7.43%
SOUTHWEST	91,686	99,457	8.48%	388,646	400,845	3.14%	1,166,753	-2.55%
UNITED	5,929	5,142	-13.27%	20,340	24,652	21.20%	67,931	87.63%
SkyWest (United Express)	22,255	19,718	-11.40%	85,115	80,658	-5.24%	241,901	-4.35%
Shuttle America (United Express)	3,227	3,569	10.60%	13,691	15,744	15.00%	47,439	-12.80%
Continental Airlines (United)	1,104	0	-100.00%	19,668	23,053	17.21%	42,213	-46.00%
Express Jet (Continental Express)	2,249	3,418	51.98%	8,954	9,090	1.52%	25,702	90.06%
Republic Airways (United)	40	1,838	4495.00%	2,338	6,279	168.56%	11,220	36.48%
US AIRWAYS	21,903	25,474	16.30%	91,963	110,786	20.47%	304,041	21.28%
Mesa (US Airways Express)	0	0	0.00%	0	140	100.00%	140	-90.56%
SkyWest (US Airways Express)	1,404	1,424	1.42%	5,780	5,732	-0.83%	16,661	0.06%
Charters	846	510	-39.72%	1,882	2,213	17.59%	8,145	26.32%
TOTAL DEPLANED PASSENGERS	**805,612**	**876,308**	**8.78%**	**3,180,812**	**3,319,773**	**4.37%**	**10,222,792**	**2.27%**
TOTAL PASSENGERS*	**1,626,335**	**1,735,995**	**6.74%**	**6,407,055**	**6,667,233**	**4.06%**	**20,446,652**	**2.23%**
INTERNATIONAL - ENPLANED								
DELTA	6,587	10,951	66.25%	26,750	31,745	18.67%	100,814	14.27%
SkyWest (Delta Connection)	7,967	5,053	-36.58%	28,778	23,999	-16.61%	69,201	-11.30%
Compass	0	1,830	100.00%	0	3,625	100.00%	3,844	171.09%
FRONTIER	464	594	28.02%	2,496	2,540	1.76%	3,832	3.01%
Charters	0	0	0.00%	0	0	0.00%	0	-100.00%
TOTAL ENPLANED INTERNATIONAL	**15,018**	**18,428**	**22.71%**	**58,024**	**61,909**	**6.70%**	**177,691**	**3.60%**
INTERNATIONAL - DEPLANED								
DELTA	6,804	11,194	64.52%	27,252	31,316	14.91%	99,423	10.27%
SkyWest (Delta Connection)	7,027	4,802	-31.66%	26,397	23,099	-12.49%	69,965	-4.65%
Compass	0	1,867	100.00%	0	5,854	100.00%	6,042	330.04%
FRONTIER	491	637	29.74%	2,487	2,435	-2.09%	3,630	-4.25%
Charters	0	0	0.00%	0	0	0.00%	0	-100.00%
TOTAL DEPLANED INTERNATIONAL	**14,322**	**18,500**	**29.17%**	**56,136**	**62,704**	**11.70%**	**179,060**	**5.95%**
TOTAL INTERNATIONAL PASSENGERS	**29,340**	**36,928**	**25.86%**	**114,160**	**124,613**	**9.16%**	**356,751**	**4.77%**

*Includes International

SALT LAKE CITY INTERNATIONAL AIRPORT
FOUR MONTHS ENDED APRIL 2014
Based on Total Enplanements

MARKET SHARE

	April 2013	MARKET SHARE	April 2014	MARKET SHARE	YTD 2013	MARKET SHARE	YTD 2014	MARKET SHARE	12 MO ROLLING Ending 04/2013	12 MO ROLLING Ending 04/2014	MARKET SHARE
ALASKA	7,859	0.96%	8,251	0.96%	7,859	0.24%	32,141	0.96%	7,859	97,400	0.95%
AMERICAN	19,582	2.39%	27,955	3.25%	104,969	3.25%	113,414	3.39%	295,000	302,571	2.96%
DELTA	608,774	74.18%	632,546	73.58%	2,339,638	72.52%	2,384,613	71.24%	7,393,590	7,489,338	73.25%
FRONTIER	17,948	2.19%	18,847	2.19%	69,962	2.17%	75,534	2.26%	212,358	236,683	2.32%
JETBLUE	13,279	1.62%	14,357	1.67%	53,110	1.65%	54,119	1.62%	175,735	161,777	1.58%
SOUTHWEST	94,224	11.48%	96,390	11.21%	395,885	12.27%	402,295	12.02%	1,197,663	1,163,403	11.38%
UNITED	35,541	4.33%	34,660	4.03%	154,553	4.79%	164,497	4.91%	450,198	444,191	4.34%
US AIRWAYS	22,790	2.78%	26,114	3.04%	98,756	3.06%	119,072	3.56%	268,222	324,476	3.17%
Charters	726	0.09%	567	0.07%	1,511	0.05%	1,775	0.05%	4,040	4,021	0.04%
TOTAL ENPLANEMENTS	**820,723**	**100%**	**859,687**	**100%**	**3,226,243**	**100%**	**3,347,460**	**100%**	**10,004,665**	**10,223,860**	**100%**

PERCENT CHANGE YOY

	April 2013	April 2014	PERCENT CHANGE	YTD 2013	YTD 2014	PERCENT CHANGE	12 MO ROLLING Ending 04/2013	12 MO ROLLING Ending 04/2014	PERCENT CHANGE
ALASKA	7,859	8,251	100.00%	7,859	32,141	100.00%	7,859	97,400	100.00%
AMERICAN	19,582	27,955	42.76%	104,969	113,414	8.05%	295,000	302,571	2.57%
DELTA	608,774	632,546	3.90%	2,339,638	2,384,613	1.92%	7,393,590	7,489,338	1.30%
FRONTIER	17,948	18,847	5.01%	69,962	75,534	7.96%	212,358	236,683	11.45%
JETBLUE	13,279	14,357	8.12%	53,110	54,119	1.90%	175,735	161,777	-7.94%
SOUTHWEST	94,224	96,390	2.30%	395,885	402,295	1.62%	1,197,663	1,163,403	-2.86%
UNITED	35,541	34,660	-2.48%	154,553	164,497	6.43%	450,198	444,191	-1.33%
US AIRWAYS	22,790	26,114	14.59%	98,756	119,072	20.57%	268,222	324,476	20.97%
Charters	726	567	-21.90%	1,511	1,775	17.47%	4,040	4,021	-0.47%
TOTAL ENPLANEMENTS	**820,723**	**859,687**	**4.75%**	**3,226,243**	**3,347,460**	**3.76%**	**10,004,665**	**10,223,860**	**2.19%**

SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
FOUR MONTHS ENDED APRIL 2014

	April 2013	April 2014	CHANGE	YTD 2013	YTD 2014	CHANGE	12 MO ROLLING Ending 04/2014	% CHANGE
TOTAL NUMBER OF LANDINGS								
SCHEDULED CARRIERS								
ALASKA	54	60	11.11%	54	238	340.74%	729	1201.79%
AMERICAN	117	151	29.06%	569	596	4.75%	1,654	-1.55%
American Eagle (American)	60	58	-3.33%	415	232	-44.10%	887	-43.93%
Republic Airways (American)	0	29	100.00%	0	112	100.00%	203	100.00%
SkyWest (American)	85	90	5.88%	264	359	35.98%	836	136.16%
DELTA	2,600	2,810	8.08%	10,122	10,711	5.82%	33,582	6.14%
SkyWest (Delta Connection)	4,619	3,911	-15.33%	17,858	15,651	-12.36%	51,270	-4.17%
Compass (Delta Connection)	185	375	102.70%	627	1,492	137.96%	3,412	-0.29%
FRONTIER	140	137	-2.14%	537	534	-0.56%	1,694	-4.62%
JETBLUE	92	102	10.87%	373	386	3.49%	1,137	-8.08%
SOUTHWEST	961	892	-7.18%	3,690	3,518	-4.66%	10,974	-6.08%
UNITED	54	43	-20.37%	174	204	17.24%	574	72.37%
Continental (United)	9	0	-100.00%	144	176	22.22%	323	-51.13%
Express Jet (Continental Express)	49	74	51.02%	185	195	5.41%	630	122.61%
Republic Airways Holdings	1	30	2900.00%	36	103	186.11%	185	27.59%
SkyWest (United Express)	394	371	-5.84%	1,583	1,539	-2.78%	4,576	-4.65%
Shuttle America (United Express)	56	57	1.79%	230	253	10.00%	774	-15.22%
US AIRWAYS	177	208	17.51%	703	824	17.21%	2,397	16.98%
Mesa (US Airways Express)	0	0	0.00%	0	2	100.00%	2	-92.31%
SkyWest (US Airways)	29	30	3.45%	129	120	-6.98%	366	-1.35%
SUBTOTAL SCHEDULED CARRIERS:	**9,682**	**9,428**	**-2.62%**	**37,693**	**37,245**	**-1.19%**	**116,205**	**-0.26%**
CHARTER CARRIERS								
ALLEGIANT AIR	5	0	-100.00%	12	4	-66.67%	32	-21.95%
AVANT AIR	11	0	-100.00%	70	0	-100.00%	9	-95.03%
BIGHORN AIRWAYS	1	2	100.00%	3	4	33.33%	6	-70.00%
BOMBARDIER BUSINESS JETS	14	6	-57.14%	107	86	-19.63%	114	-24.50%
CITATION SHARES	2	3	50.00%	57	14	-75.44%	35	-75.52%
D&D AVIATION	2	3	50.00%	22	20	-9.09%	58	70.59%
DELTA PRIVATE JETS	7	11	57.14%	45	60	33.33%	142	0.00%
EXECUTIVE JET MANAGEMENT	5	11	120.00%	63	69	9.52%	104	-5.45%
FLIGHT OPTIONS	11	9	-18.18%	102	82	-19.61%	202	-3.81%
KEYLIME AIR	9	17	88.89%	39	70	79.49%	165	55.66%
NETJETS	45	57	26.67%	428	487	13.79%	997	6.06%
SIERRA PACIFIC	0	1	100.00%	0	2	100.00%	15	150.00%
SUNSET AVIATION	1	4	300.00%	8	24	200.00%	45	150.00%
SWIFT AIR	0	0	0.00%	5	24	380.00%	4	-88.57%
OTHER CHARTER	27	38	40.74%	85	390	358.82%	882	247.24%
SUBTOTAL CHARTER CARRIERS:	**140**	**162**	**15.71%**	**1,046**	**1,336**	**27.72%**	**2,810**	**17.52%**
CARGO CARRIERS								
ABX AIR (DHL)	17	0	-100.00%	43	0	-100.00%	62	34.78%
AERO CHARTER & TRANSPORT	23	21	-8.70%	87	85	-2.30%	233	-7.17%
AIR TRANSPORT INTERNATIONAL	5	22	340.00%	42	84	100.00%	194	361.90%
AIRNET SYSTEMS	0	1	100.00%	3	5	66.67%	10	100.00%
AMERIFLIGHT	298	341	14.43%	1,249	1,325	6.08%	3,981	5.99%
CORPORATE AIR (BILLINGS)	95	101	6.32%	396	401	1.26%	1,227	2.42%
EMPIRE	18	18	0.00%	66	68	3.03%	213	4.41%
FEDEX EXPRESS	88	99	12.50%	369	389	5.42%	1,220	1.67%
UPS	91	90	-1.10%	378	347	-8.20%	1,074	-4.02%
WESTERN AIR EXPRESS	65	65	0.00%	250	248	-0.80%	759	-0.26%
OTHER CARGO	6	0	-100.00%	8	4	-50.00%	22	-142.31%
SUBTOTAL CARGO CARRIERS:	**706**	**758**	**7.37%**	**2,891**	**2,956**	**2.25%**	**8,995**	**2.48%**
TOTAL LANDINGS	**10,528**	**10,348**	**-1.71%**	**41,630**	**41,537**	**-0.22%**	**128,010**	**0.26%**
TOTAL LANDING WEIGHT								
SCHEDULED CARRIERS								
ALASKA	7,709,300	8,421,600	9.24%	7,709,300	33,626,300	336.18%	104,020,400	1200.69%
AMERICAN	14,717,000	19,020,500	29.24%	72,319,000	75,646,900	4.60%	208,500,800	-1.32%
American Eagle (American)	4,020,000	3,886,000	-3.33%	27,805,000	15,544,000	-44.10%	59,429,000	-39.94%
Republic Airways (American)	0	2,173,753	100.00%	0	8,395,184	100.00%	15,216,271	100.00%
SkyWest (American)	3,995,000	4,230,000	5.88%	12,408,000	16,873,000	35.98%	39,292,000	136.16%
DELTA	422,456,600	464,571,800	9.97%	1,645,636,300	1,747,418,200	6.18%	5,453,094,200	6.06%
SkyWest (Delta Connection)	263,178,800	216,938,600	-17.57%	1,006,874,100	871,345,100	-13.46%	2,873,466,300	-3.41%
Compass (Delta Connection)	13,693,577	28,191,375	102.91%	47,088,316	112,163,468	138.20%	256,447,021	-0.12%
FRONTIER	18,973,936	19,087,508	0.60%	73,100,250	74,845,494	2.39%	235,936,290	0.17%
JETBLUE	13,082,400	14,504,196	10.87%	53,040,600	54,888,804	3.48%	161,681,004	-8.08%
SOUTHWEST	118,882,000	111,666,000	-6.07%	461,228,000	448,640,000	-2.73%	1,377,490,000	-4.82%
UNITED	7,584,300	6,200,000	-18.25%	24,432,300	29,095,300	19.09%	80,676,040	71.72%
Continental (United)	1,231,200	0	-100.00%	20,252,826	25,067,900	23.77%	46,131,180	-48.29%
Express Jet (Continental Express)	2,594,000	3,262,808	25.78%	9,802,000	8,597,940	-12.28%	30,984,840	106.62%
Republic Airways Holdings	62,000	1,860,000	2900.00%	2,232,000	6,386,000	186.11%	11,470,000	16.14%
SkyWest (United Express)	23,138,000	21,053,400	-9.01%	91,731,000	85,742,200	-6.53%	260,280,000	-4.68%
Shuttle America (United Express)	4,049,472	4,121,784	1.79%	16,631,760	18,294,936	10.00%	55,969,488	-15.22%

SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
FOUR MONTHS ENDED APRIL 2014

	April 2013	April 2014	CHANGE	YTD 2013	YTD 2014	CHANGE	12 MO ROLLING Ending 04/2014	% CHANGE
US AIRWAYS	25,885,700	30,415,300	17.50%	99,636,400	124,608,100	25.06%	345,871,800	19.64%
Mesa (US Airways Express)	0	0	0.00%	0	147,000	100.00%	147,000	-92.31%
SkyWest (US Airways)	1,363,000	1,410,000	3.45%	6,063,000	5,640,000	-6.98%	17,202,000	-1.35%
SUBTOTAL SCHEDULED CARRIERS:	**946,816,285**	**961,014,624**	**1.50%**	**3,677,990,152**	**3,762,965,826**	**2.31%**	**11,633,305,634**	**2.27%**
CHARTER CARRIERS								
ALLEGIANT AIR	697,500	0	-100.00%	1,674,000	558,000	-66.67%	4,464,000	-21.30%
AVANT AIR	120,950	0	-100.00%	768,565	0	-100.00%	99,615	-95.04%
BIGHORN AIRWAYS	8,600	17,960	108.84%	25,800	35,160	36.28%	52,360	-69.56%
BOMBARDIER BUSINESS JETS	125,100	168,750	34.89%	1,615,000	1,320,400	-18.24%	3,409,500	-18.94%
CITATION SHARES	54,194	72,900	34.52%	1,195,594	320,600	-73.18%	785,350	-73.05%
D&D AVIATION	30,600	45,900	50.00%	552,600	306,000	-44.63%	1,233,000	9.60%
DELTA PRIVATE JETS	141,350	331,900	134.81%	1,090,750	1,797,000	64.75%	3,999,100	4.01%
EXECUTIVE JET MANAGEMENT	234,450	397,815	69.68%	2,337,230	2,982,830	27.62%	4,249,085	0.02%
FLIGHT OPTIONS	294,385	187,145	-36.43%	2,693,065	1,925,105	-28.52%	4,688,885	-14.34%
KEYLIME AIR	285,516	480,015	68.12%	1,237,236	2,019,075	63.19%	4,896,544	45.64%
NETJETS	1,121,300	1,337,705	19.30%	10,840,065	12,572,800	15.98%	25,591,125	9.44%
SIERRA PACIFIC	0	105,000	100.00%	0	212,000	100.00%	1,583,000	151.27%
SUN COUNTRY	0	0	0.00%	1,024,100	860,100	-16.01%	1,152,700	-34.31%
SWIFT AIR	0	0	0.00%	490,336	484,000	-1.29%	484,000	-58.31%
OTHER CHARTER	939,778	1,346,999	43.33%	4,332,188	13,632,270	214.67%	25,841,244	226.40%
SUBTOTAL CHARTER CARRIERS:	**4,053,723**	**4,492,089**	**10.81%**	**29,876,529**	**39,025,340**	**30.62%**	**82,529,508**	**21.60%**
CARGO CARRIERS								
ABX AIR (DHL)	4,624,000	0	-100.00%	11,707,000	0	-100.00%	16,886,000	34.84%
AERO CHARTER & TRANSPORT	160,620	143,850	-10.44%	599,020	585,320	-2.29%	1,599,120	-7.32%
AIR TRANSPORT INTERNATIONAL	990,000	4,356,000	340.00%	10,869,000	16,717,000	53.80%	38,633,000	255.44%
AIRNET SYSTEMS	46,600	15,300	-67.17%	0	76,500	100.00%	153,700	42.58%
AMERIFLIGHT	3,814,300	4,415,800	15.77%	15,877,200	17,194,900	8.30%	51,577,900	7.63%
CORPORATE AIR (BILLINGS)	807,500	858,500	6.32%	3,366,000	3,408,500	1.26%	10,429,500	2.42%
EMPIRE	650,808	650,790	0.00%	2,397,321	2,458,710	2.56%	7,452,476	1.27%
FEDEX EXPRESS	34,067,400	38,975,500	14.41%	141,689,300	152,353,200	7.53%	466,534,300	4.71%
UPS	27,739,920	27,963,360	0.81%	112,638,720	108,881,360	-3.34%	335,802,000	-1.08%
WESTERN AIR EXPRESS	503,200	538,000	6.92%	1,958,000	2,013,000	2.81%	6,045,200	0.48%
OTHER CARGO	140,300	0	-100.00%	914,800	206,000	-77.48%	1,064,454	-134.40%
SUBTOTAL CARGO CARRIERS:	**73,544,648**	**77,917,100**	**5.95%**	**302,016,361**	**303,894,490**	**0.62%**	**936,177,650**	**1.83%**
TOTAL LANDINGS	**1,024,414,656**	**1,043,423,813**	**1.86%**	**4,009,883,042**	**4,105,885,656**	**2.39%**	**12,652,012,792**	**2.34%**

SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
FOUR MONTHS ENDED APRIL 2014

	April 2013	April 2014	CHANGE	YTD 2013	YTD 2014	CHANGE	12 MO ROLLING Ending 04/2014	% CHANGE
ENPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	16,092	17,944	11.51%	16,092	55,994	247.96%	201,474	1152.01%
AMERICAN	0	1,248	100.00%	450	1,248	177.33%	5,823	1194.00%
American Eagle (American)	0	710	100.00%	97	2,561	2540.21%	3,065	150.82%
Republic (American)	0	0	0.00%	0	214	100.00%	381	100.00%
SkyWest (American)	0	28	100.00%	38	65	71.05%	9,115	2000.23%
DELTA	1,032,762	914,656	-11.44%	5,131,072	4,046,918	-21.13%	11,601,457	-25.23%
SkyWest (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
Mesaba Airlines (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
Compass (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
FRONTIER	13,547	0	-100.00%	47,413	0	-100.00%	48,448	-72.74%
SOUTHWEST	357,830	300,182	-16.11%	1,576,092	904,451	-42.61%	3,592,586	-16.77%
UNITED	3,251	2,194	-32.51%	17,358	8,096	-53.36%	63,012	117.51%
Continental (United)	1,213	0	-100.00%	46,510	15,058	-67.62%	29,068	-69.31%
Express Jet (Continental Express)	0	0	0.00%	0	0	0.00%	0	-100.00%
SkyWest (Continental Express)	0	0	0.00%	0	0	0.00%	0	0.00%
Shuttle America (United Express)	0	0	0.00%	0	0	0.00%	0	-100.00%
US AIRWAYS	10,444	23,065	120.84%	64,330	60,090	-6.59%	188,889	8.81%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
SkyWest (US Airways)	0	0	0.00%	3	0	-100.00%	0	-100.00%
Others	0	0	0.00%	0	0	0.00%	0	-100.00%
CARGO CARRIERS								
ABX AIR (DHL)	253,475	0	-100.00%	676,241	0	-100.00%	1,067,393	50.74%
ASTAR (DHL)	0	0	0.00%	0	0	0.00%	0	-100.00%
CAPITOL CARGO INT'L (DHL)	0	0	0.00%	0	0	0.00%	0	-100.00%
FEDEX EXPRESS*	7,857,858	8,084,309	2.88%	33,120,082	31,306,111	-5.48%	95,840,108	-3.82%
UPS	3,254,977	3,580,504	10.00%	13,363,706	14,031,860	5.00%	44,534,949	7.49%
MISC CARGO	801,507	1,079,461	34.68%	3,504,970	4,158,970	18.66%	12,367,052	21.78%
TOTAL ENPLANED CARGO	**13,602,956**	**14,004,301**	**2.95%**	**57,564,454**	**54,591,636**	**-5.16%**	**169,552,820**	**-3.14%**
DEPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	2,168	15,612	620.11%	2,168	38,873	1693.04%	88,286	3972.23%
AMERICAN	0	1,282	100.00%	1,328	14,116	962.95%	35,332	239.50%
American Eagle (American)	35	0	-100.00%	152	206	35.53%	363	-77.76%
Republic (American	0	34	100.00%	0	631	100.00%	872	100.00%
SkyWest (American)	0	0	0.00%	0	0	0.00%	4	-99.03%
DELTA	2,556,248	1,092,469	-57.26%	7,293,734	3,775,557	-48.24%	14,404,470	-26.08%
SkyWest (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
Mesaba Airlines (Delta Connection)	0	0	0.00%	0	0	0.00%	0	0.00%
Compass (Delta Connection)	0	0	0.00%	0	0	0.00%	0	-100.00%
FRONTIER	11,489	0	-100.00%	40,699	0	-100.00%	49,584	-72.46%
SOUTHWEST	426,885	506,709	18.70%	1,817,810	1,594,781	-12.27%	5,284,864	-5.97%
UNITED	23,213	12,262	-47.18%	44,338	40,062	-9.64%	195,975	140.96%
Continental (United)	2,125	0	-100.00%	51,047	36,863	-27.79%	72,533	-63.20%
Express Jet (Continental Express)	0	0	0.00%	0	0	0.00%	0	-100.00%
SkyWest (Continental Express)	0	0	0.00%	0	0	0.00%	0	0.00%
US AIRWAYS	19,999	32,002	60.02%	86,710	106,256	22.54%	266,484	25.15%
Mesa (US Airways Express)	0	0	0.00%	0	0	0.00%	0	0.00%
Skywest (US Airways)	950	50	-94.74%	1,590	500	-68.55%	2,777	14.47%
KITTY HAWK CHARTERS	0	0	0.00%	0	0	0.00%	0	0.00%
Others	0	0	0.00%	0	0	0.00%	0	0.00%
CARGO CARRIERS								
ABX AIR (DHL)	378,187	0	-100.00%	836,072	0	-100.00%	1,306,250	45.28%
ASTAR (DHL)	0	0	0.00%	0	0	0.00%	0	-100.00%
CAPITOL CARGO INT'L (DHL)	0	0	0.00%	0	0	0.00%	0	-100.00%
FEDEX EXPRESS*	5,895,655	5,576,358	-5.42%	26,529,089	21,354,176	-19.51%	68,041,825	-17.55%
UPS	4,346,891	4,987,887	14.75%	17,495,013	18,944,870	8.29%	58,870,191	8.23%
MISC CARGO	338,562	811,472	139.68%	1,974,451	2,914,678	47.62%	8,162,016	58.92%
TOTAL DEPLANED CARGO	**14,002,407**	**13,036,137**	**-6.90%**	**56,174,201**	**48,821,569**	**-13.09%**	**156,781,826**	**-8.69%**
TOTAL CARGO	**27,605,363**	**27,040,438**	**-2.05%**	**113,738,655**	**103,413,205**	**-9.08%**	**326,334,646**	**-5.89%**

*FEDEX EXPRESS includes mail

Salt Lake City
Department of Airports

COMPARISON OF ON TIME OPERATIONS
March 2014

ARRIVALS

	Airport	Flights	% On Time	Rank
SLC	**SALT LAKE CITY INTL**	**9,371**	**85.8**	1
SEA	SEATTLE-TACOMA INTL	8,271	83.7	2
MIA	MIAMI INTL	7,608	83.2	3
MSP	MINNEAPOLIS-ST. PAUL INTL	8,617	82.9	4
CLT	CHARLOTTE DOUGLAS	9,792	82.3	5
DTW	DETROIT METRO WAYNE CNTY	8,995	82.2	6
PHX	PHOENIX SKY HARBOR INTL	14,738	81.4	7
PDX	PORTLAND INTL	4,651	81.1	8
BOS	BOSTON LOGAN INTL	9,322	80.8	9
ATL	HARTSFIELD-JACKSON ATLANTA INTL	32,702	80.6	10
CVG	CINCINNATI NORTHERN INT. KY	1,875	80.6	11
JFK	NEW YORK JFK INTL	8,431	80.3	12
IAH	HOUSTON GEORGE BUSH	15,370	78.8	13
DFW	DALLAS-FT. WORTH REGIONAL	23,760	78.7	14
MCO	ORLANDO INTL	10,464	78.2	15
SAN	SAN DIEGO LINDBERGH FIELD	6,430	78.1	16
LAS	LAS VEGAS MCCARRAN INTL	11,962	77.8	17
LAX	LOS ANGELES INTL	19,047	77.4	18
DEN	DENVER INTL	18,996	76.5	19
MDW	CHICAGO MIDWAY	7,418	76.3	20
EWR	NEWARK LIBERTY INTERNATIONAL	9,867	76.1	21
TPA	TAMPA INTL	6,499	76.0	22
BWI	BALTIMORE/WASHINGTON INTL	7,810	75.7	23
PHL	PHILADELPHIA INTL	6,489	75.6	24
IAD	WASHINGTON DULLES	5,215	75.3	25
DCA	RONALD REAGAN NATIONAL	6,019	74.9	26
LGA	NEW YORK LAGUARDIA	9,019	74.4	27
STL	ST. LOUIS LAMBERT INTL	4,289	74.1	28
SFO	SAN FRANCISCO INTL	13,846	73.7	29
ORD	CHICAGO O HARE	22,922	73.1	30
FLL	FT. LAUDERDALE	6,601	71.6	31
AVERAGES		**10,851**	**78.30**	

DEPARTURES

	Airport	Flights	% On Time	Rank
SLC	**SALT LAKE CITY INTL**	**9,376**	**87.0**	1
PDX	PORTLAND INTERNATIONAL	4,653	86.7	2
SEA	SEATTLE-TACOMA INTL	8,270	85.1	3
MSP	MINNEAPOLIS-ST. PAUL INTL	8,628	83.9	4
MIA	MIAMI INTL	7,608	83.8	5
BOS	BOSTON LOGAN INTERNATIONAL	9,323	83.2	6
CVG	CINCINNATI NORTHERN INT. KY	1,875	82.7	7
JFK	NEW YORK JFK INTL	8,429	81.8	8
CLT	CHARLOTTE DOUGLAS	9,791	81.5	9
DTW	DETROIT METRO WAYNE CNTY	8,998	81.4	10
SAN	SAN DIEGO LINDBERGH FIELD	6,433	80.8	11
LAX	LOS ANGELES INTL	19,041	80.2	12
PHX	PHOENIX SKY HARBOR INTL	14,736	78.6	13
LGA	NEW YORK LAGUARDIA	9,014	78.2	14
ATL	HARTSFIELD-JACKSON ATLANTA INTL	32,694	77.7	15
DCA	RONALD REAGAN NATIONAL	6,017	77.7	16
DFW	DALLAS-FT. WORTH REGIONAL	23,757	77.4	17
PHL	PHILADELPHIA INTL	6,490	77.3	18
SFO	SAN FRANCISCO INTL	13,845	77.1	19
TPA	TAMPA INTERNATIONAL	6,503	76.7	20
IAH	HOUSTON GEORGE BUSH	15,369	75.7	21
LAS	LAS VEGAS MCCARRAN INTL	11,960	75.7	22
MCO	ORLANDO INTL	10,464	75.6	23
EWR	NEWARK LIBERTY INTERNATIONAL	9,848	74.6	24
FLL	FT. LAUDERDALE	6,601	73.4	25
DEN	DENVER INTERNATIONAL	18,990	72.7	26
ORD	CHICAGO O HARE	22,916	72.3	27
STL	ST. LOUIS LAMBERT INTL	4,295	72.3	28
IAD	WASHINGTON DULLES	5,235	70.8	29
BWI	BALTIMORE/WASHINGTON INTL	7,811	68.0	30
MDW	CHICAGO MIDWAY	7,415	65.9	31
AVERAGES		**10,851**	**77.93**	

ON TIME ARRIVAL PERFORMANCE AT SLC
By Carrier

	Air Carrier	Flights	% On Time
AS	ALASKA	62	95.2%
B6	JETBLUE	93	92.5%
DL	DELTA	2,893	88.8%
OO	SKYWEST	4,639	88.8%
US	US AIRWAYS	217	83.4%
UA	UNITED	134	79.9%
AA	AMERICAN	155	75.5%
F9	FRONTIER	132	73.5%
XE	EXPRESS JET	54	72.2%
WN	SOUTHWEST	930	67.2%
MQ	AMERICAN EAGLE	62	66.1%
		9,371	**85.8%**

Source: DOT Air Travel Consumer Report

Salt Lake City
Department of Airports

COMPARISON OF ON TIME OPERATIONS
April 2014

ARRIVALS

	Airport	Flights	% On Time	Rank
SLC	**SALT LAKE CITY INTL**	**8,728**	**87.8**	1
DTW	DETROIT METRO WAYNE CNTY	8,627	86.5	2
SEA	SEATTLE-TACOMA INTL	8,438	86.2	3
MIA	MIAMI INTL	7,061	85.0	4
PDX	PORTLAND INTL	4,615	84.8	5
MSP	MINNEAPOLIS-ST. PAUL INTL	8,601	84.2	6
CLT	CHARLOTTE DOUGLAS	9,481	84.0	7
BOS	BOSTON LOGAN INTL	9,374	82.8	8
ATL	HARTSFIELD-JACKSON ATLANTA INTL	31,117	82.6	9
PHX	PHOENIX SKY HARBOR INTL	13,561	82.4	10
DEN	DENVER INTL	17,455	81.4	11
PHL	PHILADELPHIA INTL	6,279	81.2	12
DCA	RONALD REAGAN NATIONAL	5,950	81.1	13
IAH	HOUSTON GEORGE BUSH	13,697	81.0	14
DFW	DALLAS-FT. WORTH REGIONAL	22,628	80.8	15
BWI	BALTIMORE/WASHINGTON INTL	7,803	80.1	16
IAD	WASHINGTON DULLES	4,987	80.1	17
TPA	TAMPA INTL	5,882	79.5	18
LAX	LOS ANGELES INTL	18,549	79.4	19
MCO	ORLANDO INTL	9,557	79.0	20
LAS	LAS VEGAS MCCARRAN INTL	11,677	78.9	21
CVG	CINCINNATI NORTHERN INT. KY	1,660	78.8	22
SAN	SAN DIEGO LINDBERGH FIELD	6,255	78.3	23
JFK	NEW YORK JFK INTL	8,209	77.7	24
MDW	CHICAGO MIDWAY	7,436	77.7	25
STL	ST. LOUIS LAMBERT INTL	4,202	77.7	26
SFO	SAN FRANCISCO INTL	13,734	77.2	27
LGA	NEW YORK LAGUARDIA	9,108	76.7	28
FLL	FT. LAUDERDALE	5,842	76.3	29
ORD	CHICAGO O HARE	23,234	73.9	30
EWR	NEWARK LIBERTY INTERNATIONAL	9,081	64.3	31
AVERAGES		10,414	80.24	

DEPARTURES

	Airport	Flights	% On Time	Rank
SEA	SEATTLE-TACOMA INTL	8,435	88.1	1
SLC	**SALT LAKE CITY INTL**	**8,733**	**88.1**	2
PDX	PORTLAND INTERNATIONAL	4,613	88.0	3
MIA	MIAMI INTL	7,057	86.1	4
DTW	DETROIT METRO WAYNE CNTY	8,627	86.0	5
BOS	BOSTON LOGAN INTERNATIONAL	9,373	85.2	6
DCA	RONALD REAGAN NATIONAL	5,951	84.5	7
MSP	MINNEAPOLIS-ST. PAUL INTL	8,599	84.5	8
JFK	NEW YORK JFK INTL	8,206	83.5	9
PHL	PHILADELPHIA INTL	6,280	82.9	10
CLT	CHARLOTTE DOUGLAS	9,481	82.3	11
CVG	CINCINNATI NORTHERN INT. KY	1,658	81.1	12
LGA	NEW YORK LAGUARDIA	9,117	81.1	13
LAX	LOS ANGELES INTL	18,544	80.8	14
DFW	DALLAS-FT. WORTH REGIONAL	22,632	80.7	15
ATL	HARTSFIELD-JACKSON ATLANTA INTL	31,101	80.2	16
TPA	TAMPA INTERNATIONAL	5,886	80.2	17
IAH	HOUSTON GEORGE BUSH	13,698	80.1	18
SFO	SAN FRANCISCO INTL	13,734	79.6	19
SAN	SAN DIEGO LINDBERGH FIELD	6,253	79.4	20
MCO	ORLANDO INTL	9,556	79.1	21
PHX	PHOENIX SKY HARBOR INTL	13,562	78.5	22
IAD	WASHINGTON DULLES	4,975	78.3	23
DEN	DENVER INTERNATIONAL	17,464	76.4	24
FLL	FT. LAUDERDALE	5,854	75.9	25
LAS	LAS VEGAS MCCARRAN INTL	11,679	75.9	26
ORD	CHICAGO O HARE	23,244	74.8	27
STL	ST. LOUIS LAMBERT INTL	4,198	74.3	28
BWI	BALTIMORE/WASHINGTON INTL	7,800	73.4	29
EWR	NEWARK LIBERTY INTERNATIONAL	9,074	69.0	30
MDW	CHICAGO MIDWAY	7,440	67.4	31
AVERAGES		10,414	80.17	

ON TIME ARRIVAL PERFORMANCE AT SLC
By Carrier

	Air Carrier	Flights	% On Time
OO	SKYWEST	4,284	91.1%
DL	DELTA	2,720	91.0%
AS	ALASKA	60	90.0%
US	US AIRWAYS	210	87.1%
B6	JETBLUE	102	81.4%
AA	AMERICAN	150	79.3%
UA	UNITED	42	78.6%
F9	FRONTIER	133	73.7%
WN	SOUTHWEST	893	69.4%
EV	ENVOY	60	68.3%
XE	EXPRESS JET	74	67.6%
		8,728	**87.8%**

Source: DOT Air Travel Consumer Report

DESIGN AND CONSTRUCTION REPORT

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SALT LAKE CITY DEPARTMENT OF AIRPORTS
June 11, 2014

Salt Lake City
Department of Airports

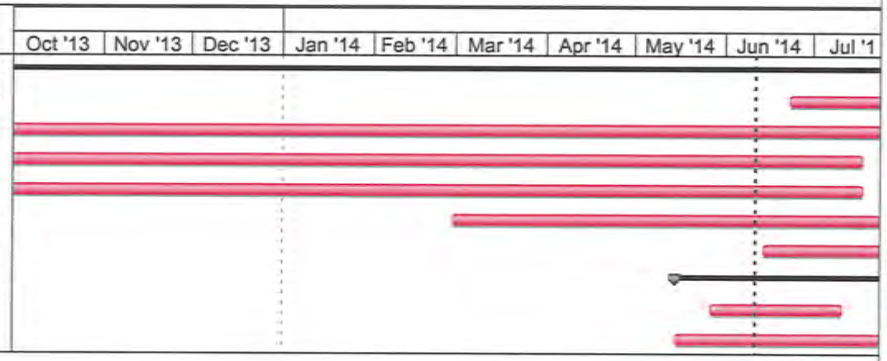
2013 - 2014 Project Legend

Airfield

1. Apron Reconstruction East of Spots 3 and 4
2. Deicing Pad 34R
3. T/W L Deicing Pad Support Facility
4. R/W 34L Deicing Pad Support Facility
5. Restroom Renovations-Operational
6. North Support Fuel Island Improvements

SALT LAKE CITY INTERNATIONAL AIRPORT
CONSTRUCTION PROGRAM
2013/2014 Construction Schedule

ID	Task Name	Duration	Start	Finish
1	**Airfield**	**744 days**	**Thu 10/18/12**	**Fri 10/31/14**
2	(1) Apron Reconstruction East of Spots 3 and 4 (design)	106 days	Mon 6/23/14	Mon 10/6/14
3	(2) Deicing Pad 34R	744 days	Thu 10/18/12	Fri 10/31/14
4	(3) T/W L Deicing Pad Support Facility	368 days	Mon 7/15/13	Thu 7/17/14
5	(4) R/W 34L Deicing Pad Support Facility	368 days	Mon 7/15/13	Thu 7/17/14
6	(5) Restroom Renovations - Operational	182 days	Fri 2/28/14	Thu 8/28/14
7	(6) North Support Fuel Island Improvements	52 days	Sat 6/14/14	Mon 8/4/14
8	**South Valley Regional Airport (SVRA)**	**156 days**	**Thu 5/15/14**	**Fri 10/17/14**
9	(7) SVRA Apron Rehabilitation	45 days	Tue 5/27/14	Thu 7/10/14
10	(8) SVRA Maintenance Building Remodel	156 days	Thu 5/15/14	Fri 10/17/14



Date: Wed 6/11/14

Design
Construction

DESIGN
CONSTRUCTION
SCOPING
SUMMARY
Deadline

SALT LAKE CITY DEPARTMENT OF AIRPORTS
CONSTRUCTION PROJECT STATUS 2013 - 2014

#	PROJECT NAME	ENGINEER'S ESTIMATE	BID AMOUNT	APPROVED CHANGE ORDERS TO DATE	% OF COST INCREASE TO DATE	STATUS	CONTRACTOR
	CONSTRUCTION						
2	Deicing Pad 34R	$ 32,636,278	$ 30,713,449	$ 262,841	0.86%	behind schedule	Wadsworth Brothers Const.
3	T/W L Deicing Pad Support Facility	$ 6,747,000	$ 6,755,375	$ (114,951)	-1.70%	on schedule	Allstate Construction
4	R/W 34L Deicing Pad Support Facility	$ 6,788,000	$ 6,680,375	$ (33,736)	-0.51%	on schedule	Allstate Construction
5	Restroom Renovations - Operational	$ 601,000	$ 430,500	$ 6,908	1.60%	on schedule	Hughes General Contractors
6	North Support Fuel Island Improvements	$ 351,000	$ 674,050			on schedule	Granite Construction
7	South Valley Regional Airport Maintenance Building	$ 423,959	$ 369,900			on schedule	Garff Construction
8	South Valley Regional Airport Apron Rehabilitation	$ 662,750	$ 538,204			on schedule	Granite Construction
	Sub Total	**$ 48,209,987**	**$ 46,161,853**	**$ 121,062**	0.26%		
	DESIGN/BID/AWARD PHASE						
1	Apron Reconstruction East of Spots 3 and 4	$ 2,757,000	$ 2,825,893			award	Geneva Rock Products
	Sub Total	**$ 2,757,000**	**$ 2,825,893**				
	TOTAL	**$ 50,966,987**	**$ 48,987,746**	**$ 121,062**			

Budget amount, Engineer's estimate, and Bid amount is based on construction cost only.

DESIGN AND CONSTRUCTION REPORT

DESIGN/BID/AWARD PHASE

(1) **Apron Reconstruction East of Spots 3 and 4** - This project will reconstruct a portion of the concrete apron between the existing service road and T/W H between spots 3 and 4. Work will include demolition and removal of the existing concrete pavement, excavation, stabilization of the underlying subgrade, construction of new portland cement concrete pavement and miscellaneous airfield lighting adjustments. The bid opening for this project was held on May 21, 2014. The apparent low bidder is Geneva Rock Products. Contract documents are currently being executed. Construction is anticipated to start in late June or early July pending receipt of AIP discretionary grant.

CONSTRUCTION

(2) **Deicing Pad 34R** - The Contractor started excavation work for the new Taxiway Y inside existing Gates 10 and 11. Concrete paving has resumed in available phases. Work also continues in the new Gate 11 and 13 areas installing infrastructure. The pipe subcontractor continues working on storm drain boxes and pipe installation.

(3) **Taxiway L Deicing Pad Support Facility** - The Contractor has completed the roof installation. Welding of the underground glycol lines is now complete. The Contractor is installing the fuel supply lines and the rough-ins under the canopy. Installation of the sheetrock inside the building is approximately 75% complete.

(4) **Runway 34L Deicing Pad Support Facility** - The Contractor continues with the grading for the roadways and parking lot. The glycol line installation is complete. The catwalks are approximately 90% complete and the roof and sheetrock installation is 98% complete. The sheetrock inside the building is finished and the Contractor has started painting. All rough-ins for the canopy are complete and the Contractor has placed the concrete slab for the canopy.

(5) **Restroom Renovations - Operational** - The Contractor has completed the plumbing rough-ins and the installation of the sheetrock. The tile work has been completed in the Joint Cargo One Building restroom. The tile installation for the Airfield Maintenance Building and the Concourse C Delta break room restrooms will begin next week.

(6) **North Support Fuel Island Improvements** - An administrative notice to proceed was given to the Contractor on April 10, 2014. A construction notice to proceed will be issued when the fuel dispensing equipment arrives on the project site. The delivery date of the equipment is anticipated for June 14, 2014.

(7) **South Valley Regional Airport Pavement Rehabilitation** - The Contractor was issued a notice to proceed on May 27, 2014. Removal of the existing apron pavement is currently taking place.

(8) **South Valley Regional Airport Maintenance Building Remodel** - The Contractor is waiting for hazardous materials testing to take place before proceeding with the demolition and construction.