

Salt Lake City International Airport



***Terminal Redevelopment Program
Utah PTAC Procurement Symposium 2013
October 22, 2013***

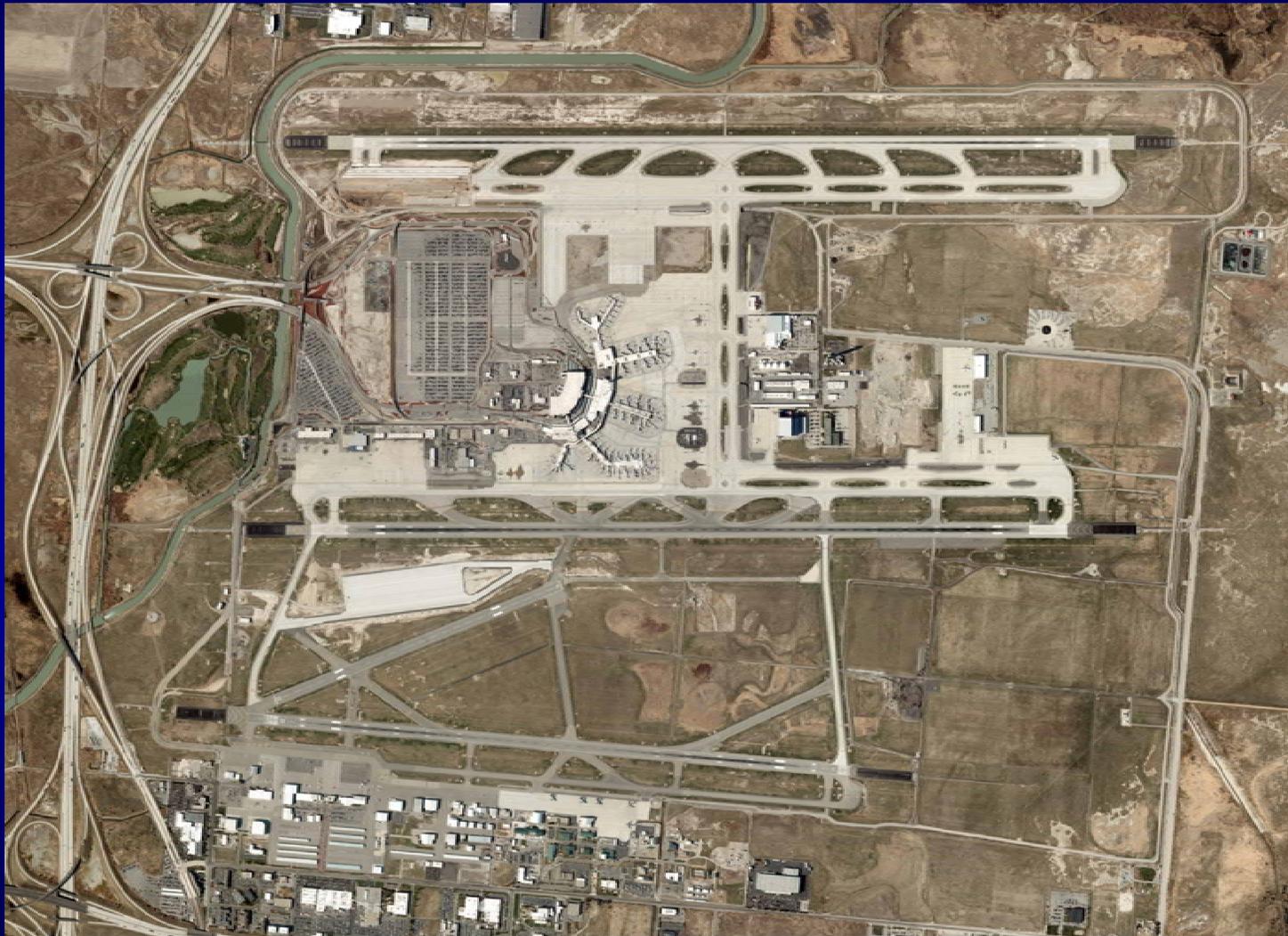
Salt Lake City International Airport

SLCDA owns, operates, and maintains a system of 3 airports.



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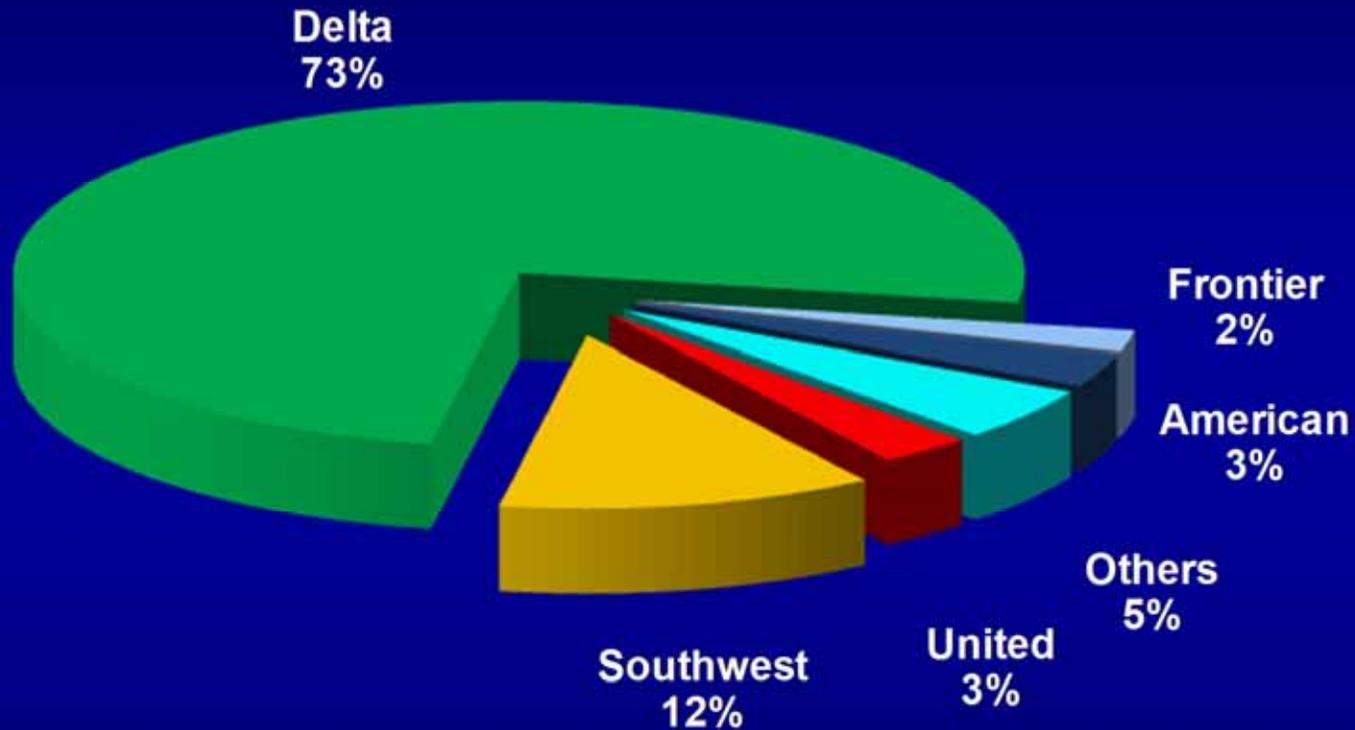
SLC is one of 25 large hub airports in the US.



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Delta and its partners are the largest carriers at SLC.

(Enplaned passenger market share, June 2011)

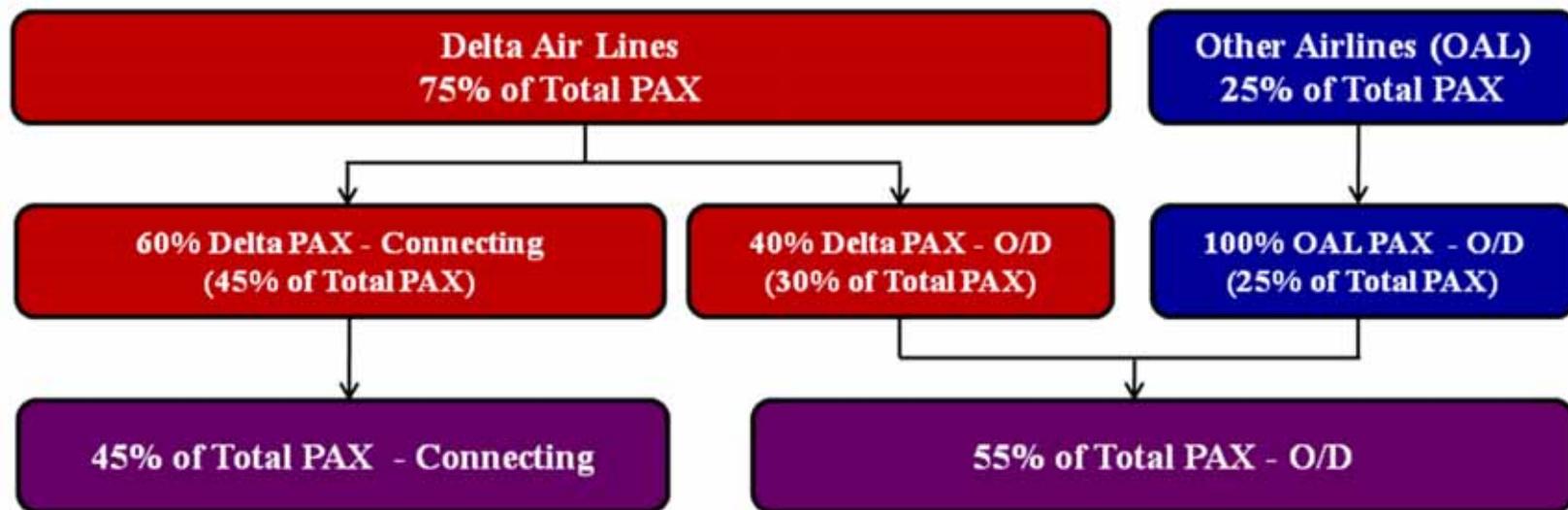


Source: Airport records.

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SLC is the 25th busiest airport in the United States based on passengers serving over 20 million annual passengers.

Passengers (PAX) Analysis Connecting versus Origin/Destination (O/D)



Source: ACI-NA 2012 Air Traffic Statistics

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SLC is the 21st busiest airport in the United States based on aircraft movements with over 328,000 annual operations.



Source: ACI-NA 2012 Air Traffic Statistics

Salt Lake City International Airport

Salt Lake City Department of Airports – a self-sustaining enterprise fund of Salt Lake City Corporation. No local tax dollars fund the airport.

Revenues generated from:

- Terminal rents
- Landing fees
- Concessions revenue
- Tenant leases

Airport improvements funded by:

- FAA airways trust fund grants
- Passenger Facility Charges (PFC's)
- Customer Facility Charges (CFC's)
- Airport revenue bonds/cash reserves



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SLC's airline costs per enplaned passenger have remained lower than many other airports. (Current CPE)



Source: ACI-NA Survey, September 2011

Note: ATL is forecast for 2011. All other CPEs are actual.

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Aging, constrained facilities drive the need for capital improvements.

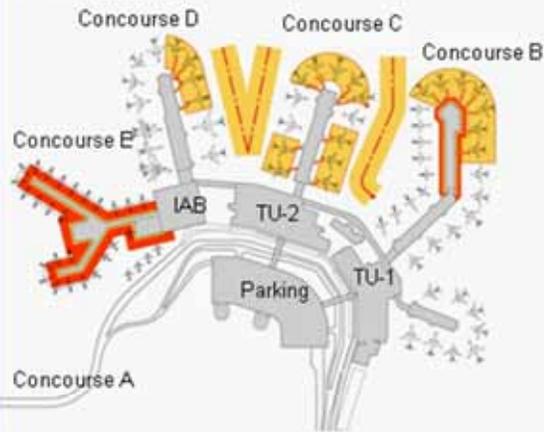


Source: Airport records.

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Terminal Redevelopment Program – airfield issues considered.

Existing SLCIA Airfield



Single Taxiway Between Concourses B & C

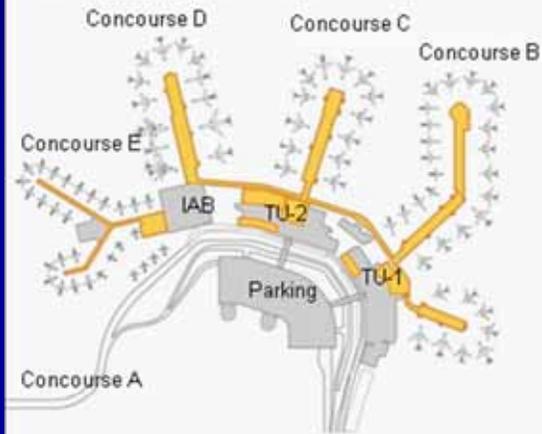
OPERATIONAL CONSTRAINTS:

- CONGESTION IN POCKETS BETWEEN CONCOURSES
- LACK OF GATE FLEXIBILITY
- LIMITED INTERNATIONAL GATE CAPACITY (3 Gates)
- NO LOADING BRIDGES AT CONCOURSE E
- HYDRANT FUELING SYSTEM FUEL PITS MISALIGNED

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Terminal Redevelopment Program – level of service issues considered.

Existing SLCIA Level of Service



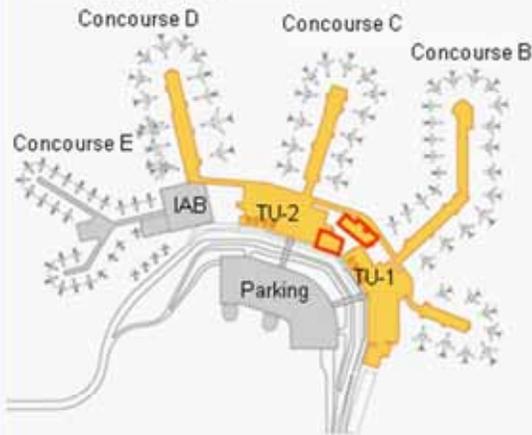
Undersized holdrooms on Concourse C

OPERATIONAL CONSTRAINTS:

- **UNDERSIZED HOLDROOMS**
- **INADEQUATE RESTROOM CAPACITY**
- **UNDERSIZED CONCESSIONS**
- **BAGGAGE CLAIM CAPACITY CONSTRAINED**
- **MEETER/GREETER CONGESTION**
- **TSA SCREENING CHECKPOINTS CONSTRAINED**

Terminal Redevelopment Program – building issues considered.

Existing SLCIA
Building Systems



Aging Infrastructure

OPERATIONAL CONSTRAINTS:

- NO IN-LINE BAGGAGE SCREENING SYSTEM IN TERMINAL 1
- AGING CENTRAL PLANT AT CAPACITY
- AGING UTILITY INFRASTRUCTURE
- AGING BUILDING ENVELOPE IS NOT ENERGY EFFICIENT
- ADANON-COMPLIANCE ON RAMPS AT CONCOURSES
- SEISMIC VULNERABILITY

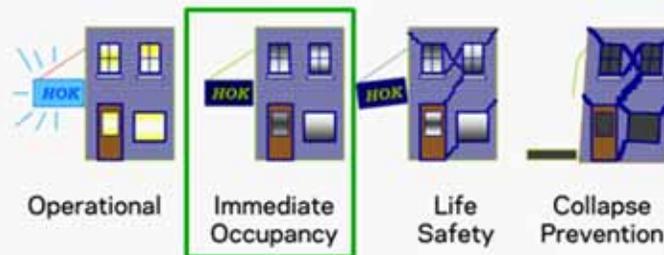
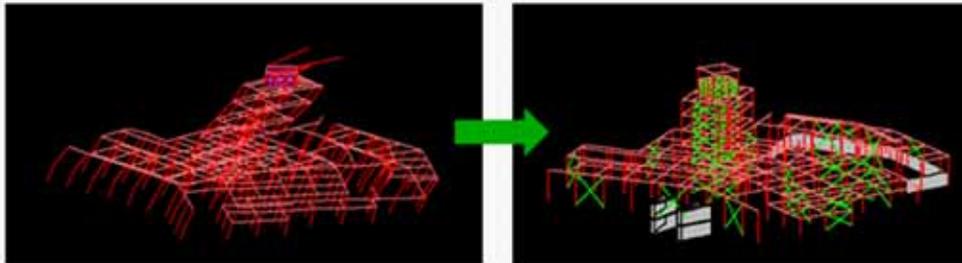
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Terminal Redevelopment Program – seismic issues considered.

Joint Planning Study Seismic Upgrade

| PROBABILITY OF EXCEEDING GROUND MOTION | | | | |
|----------------------------------------|---------|----------|----------|----------|
| Richter (MMI) | 5 years | 10 Years | 30 Years | 50 Years |
| 7.0+ (VIII+) | 0% | 2% | 4% | 9% |
| 6.0+ (VII+) | 3% | 7% | 15% | 22% |
| 5.0+ (VI+) | 7% | 13% | 35% | 50% |

USGS 2009 PSHA Model



Source: Joint Planning Study, March 2011

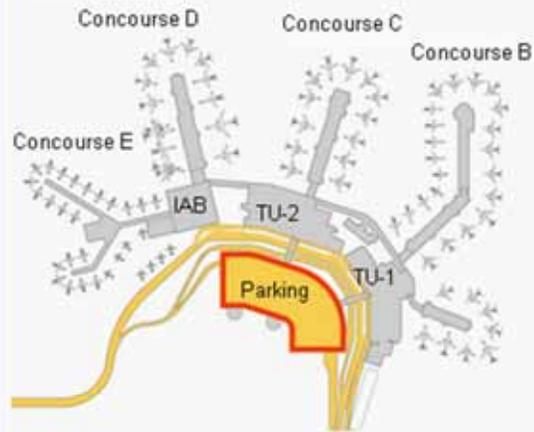
Recent Seismic Upgrades

- Utah State Capitol
- Salt Lake City Hall
- Bennett Federal Office Building
- Mormon Tabernacle
- Public schools underway

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Terminal Redevelopment Program – landside issues considered.

Existing SLCIA Landside



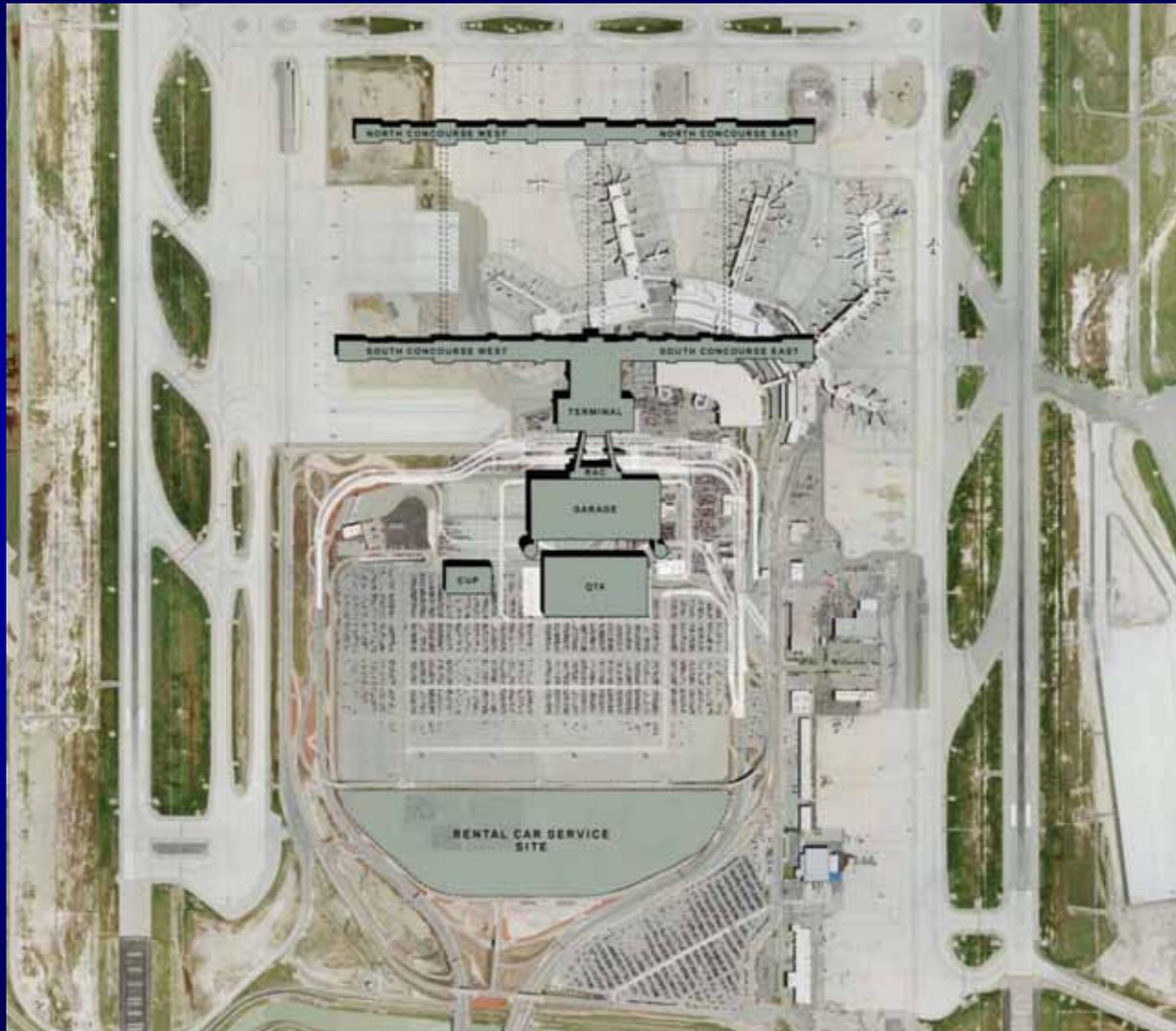
Roadway congestion

OPERATIONAL CONSTRAINTS:

- CONSTRAINED TERMINAL CURB CAPACITY
- PEDESTRIAN/VEHICLE CONFLICTS ON SINGLE LEVEL ROADWAY SYSTEM
- UNDERSIZED RENTAL CAR READY/RETURN CAPACITY
- LIMITED COVERED PARKING CAPACITY (1847 Public Parking Stalls)

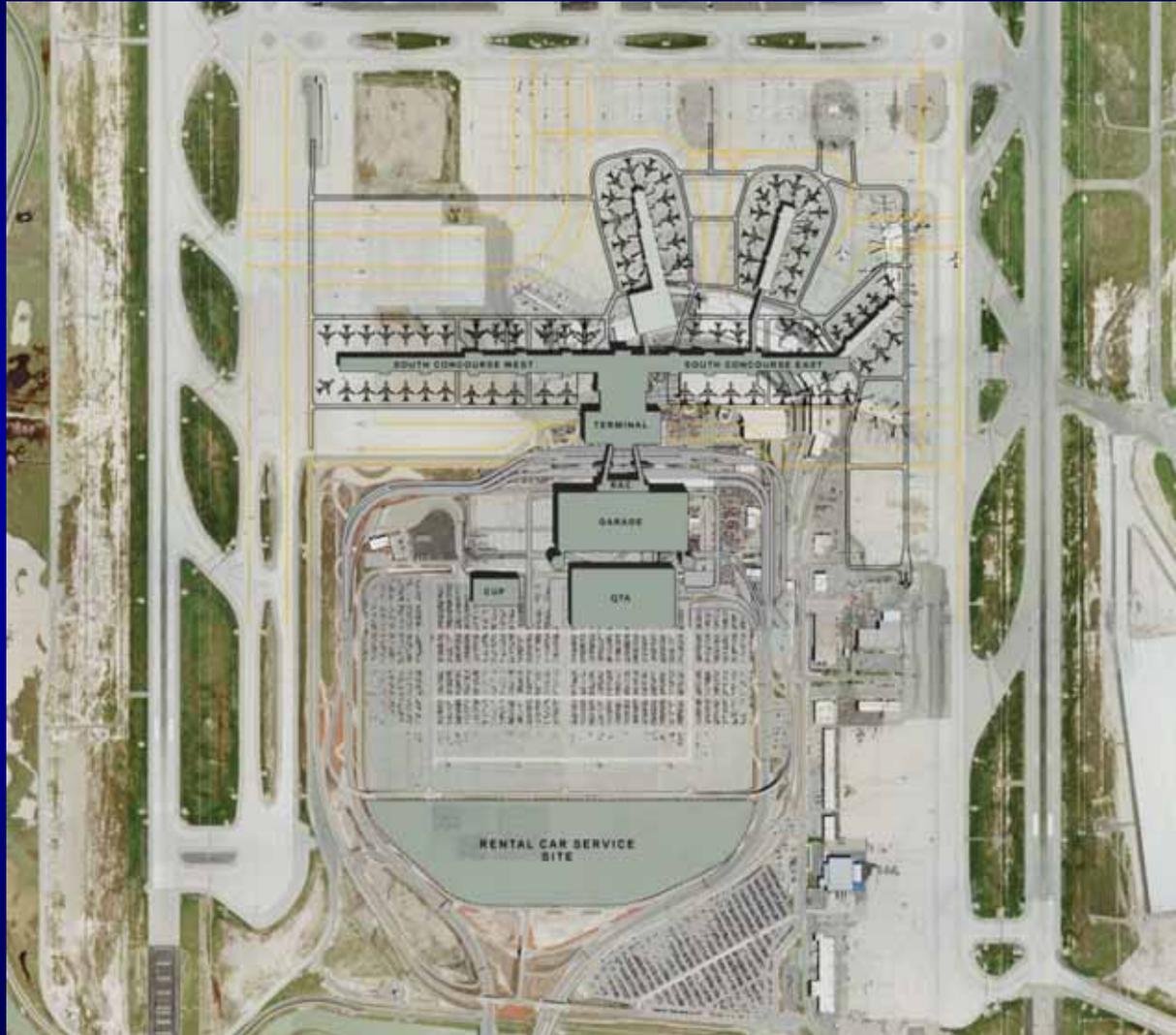
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SLC's terminal redevelopment based on 1997 master plan configuration.

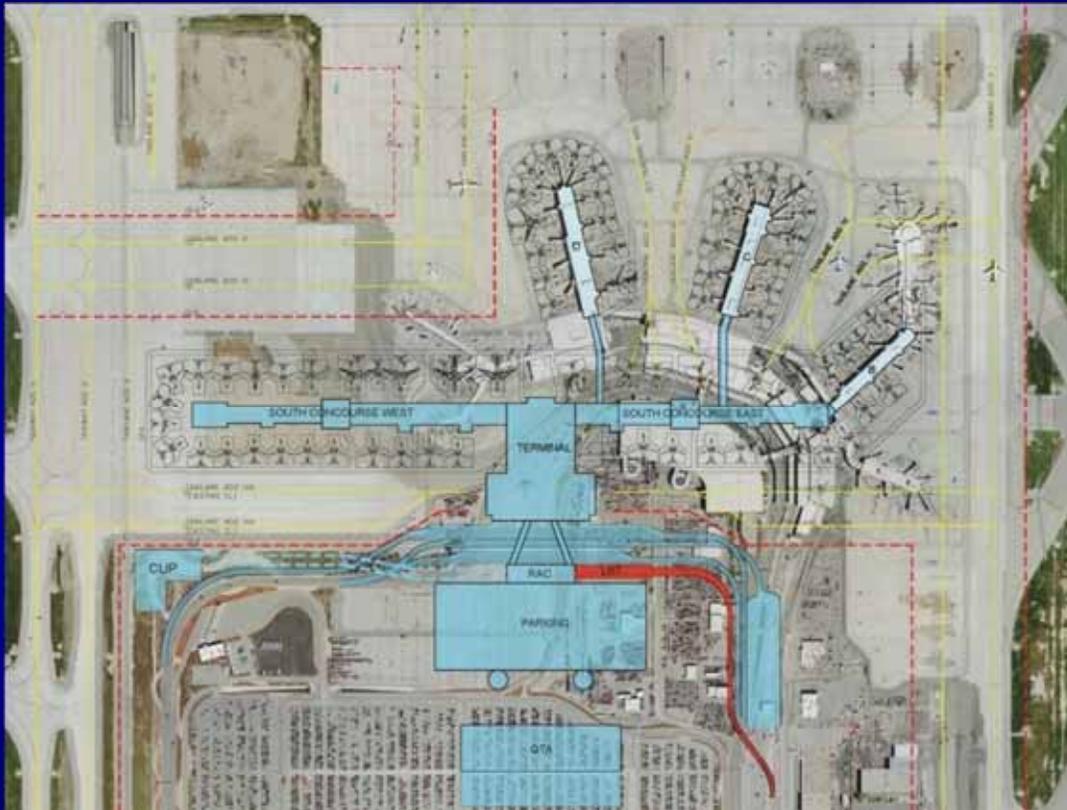


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Terminal Redevelopment Program – Phase 1



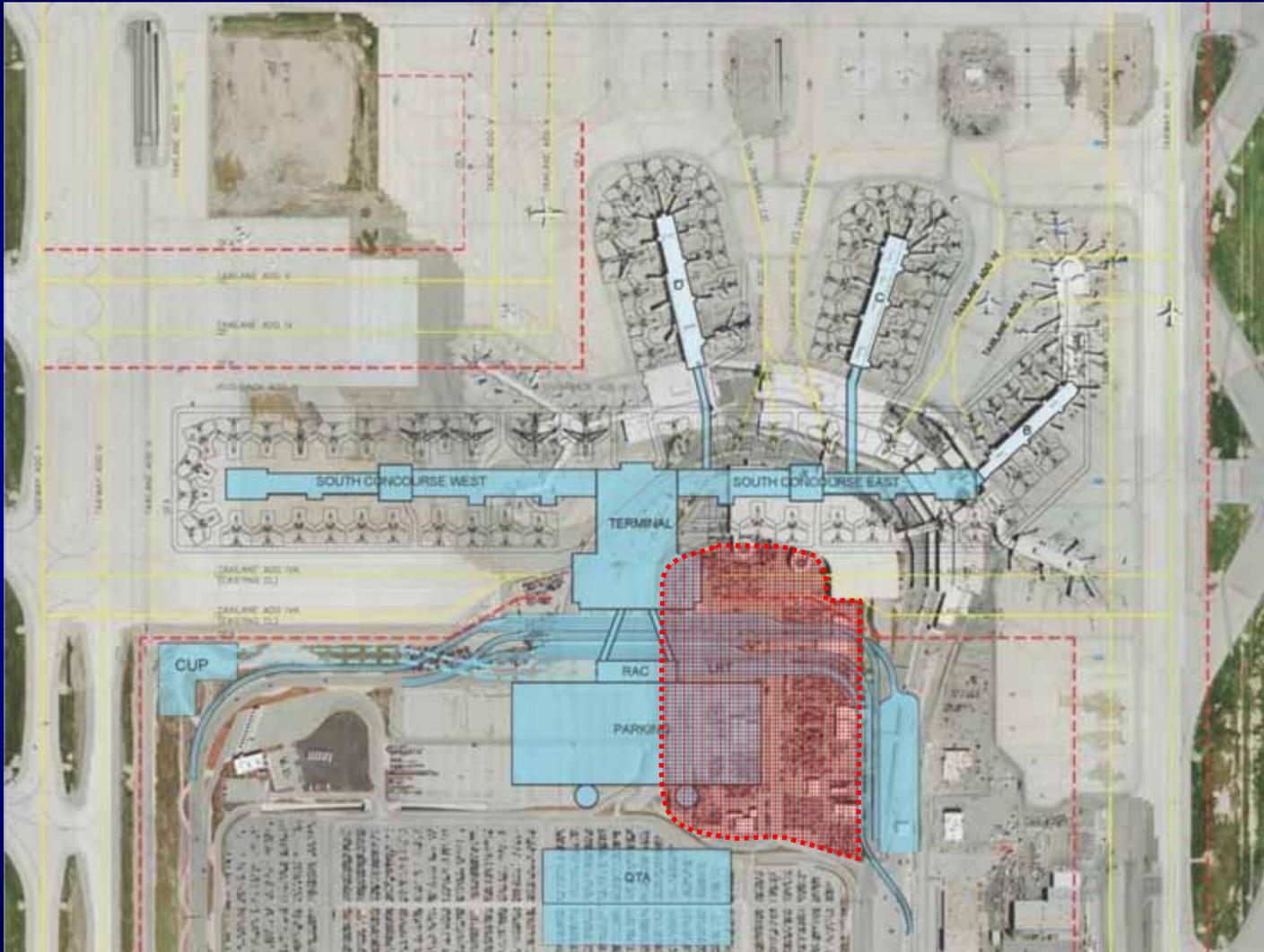
Terminal Redevelopment Program – Goals and Expectations



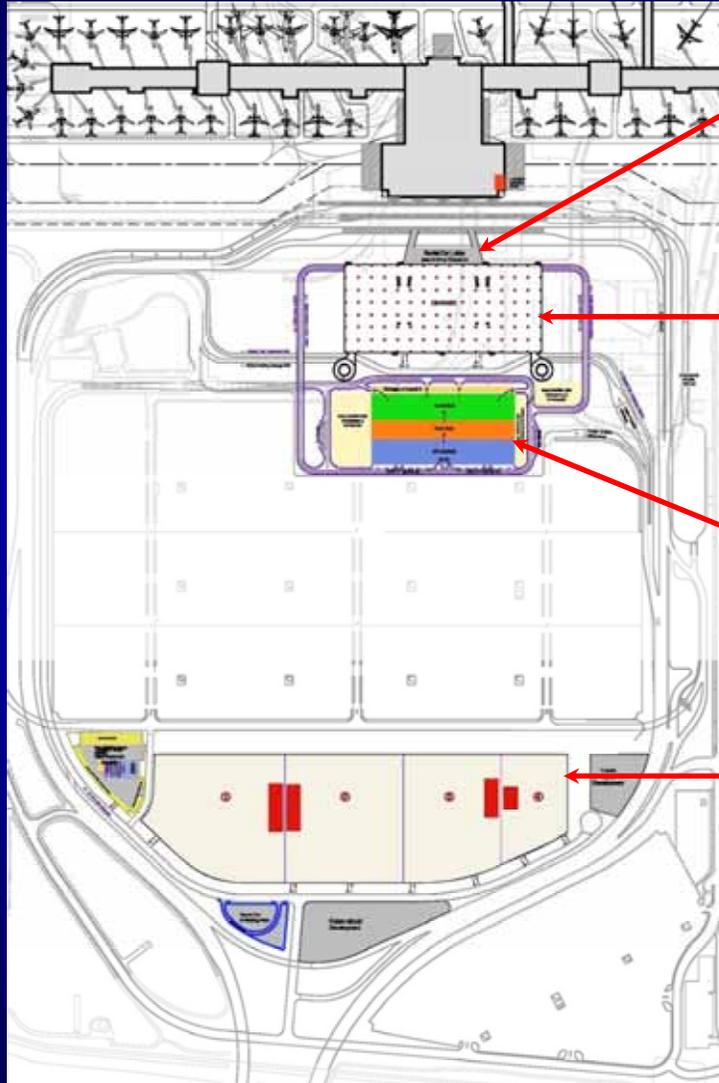
- Address seismic risk
- Provide right-sized facilities
- Solve operational problems
- Improve customer service
- Accommodate growth
- Maintain competitive cost
- Phased implementation schedule (8 to 10+ years)

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Rental car service facilities will be relocated to enable terminal construction.



Rental Car Infrastructure Improvements



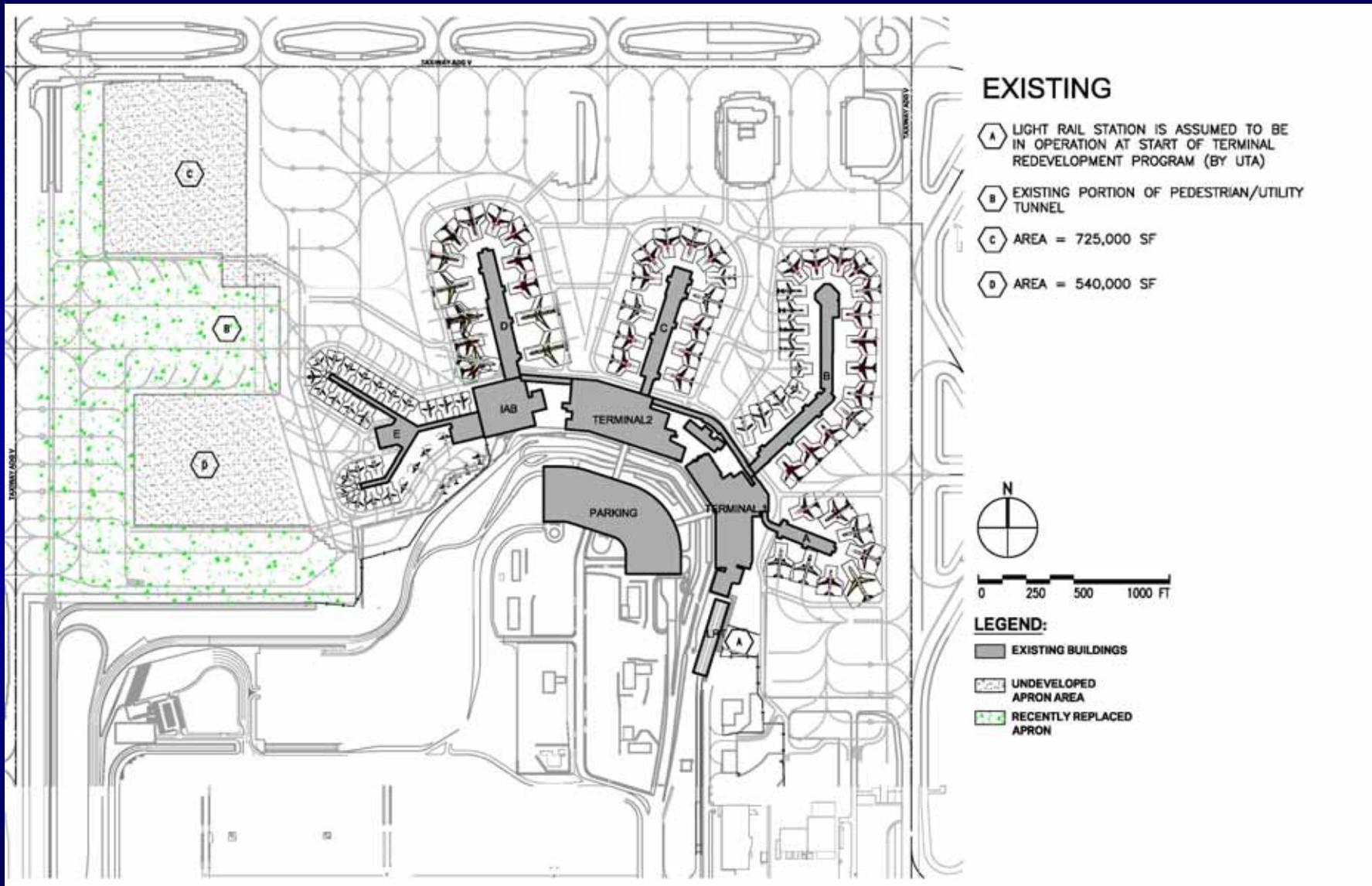
New RAC lobby to be located on ground floor of new Gateway building.

New RAC ready/return spaces to be located on ground floor of new garage.

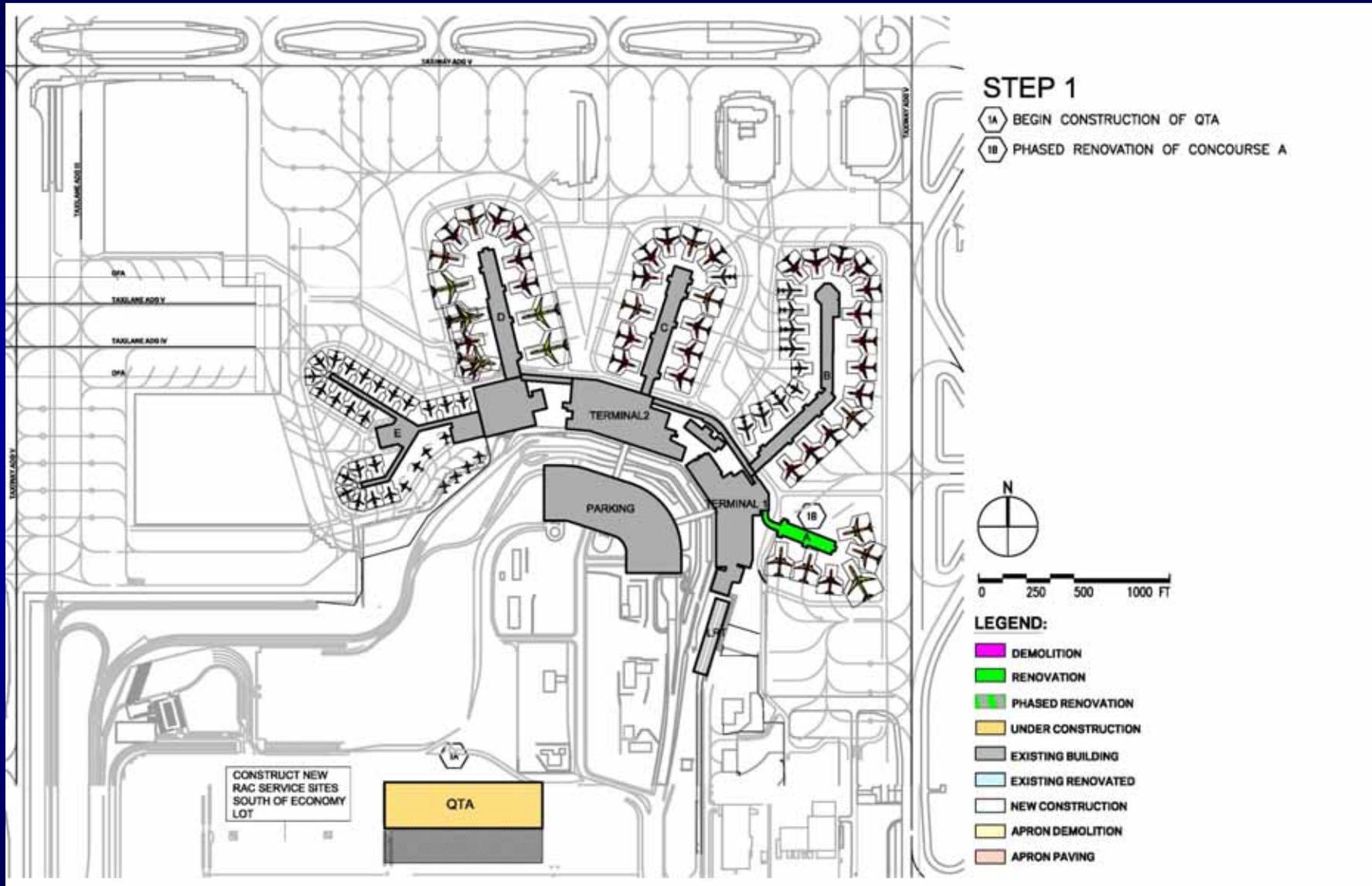
New RAC washing/fueling (QTA) facility to be located south of new garage.

New RAC service facilities to be located south of economy parking lot.

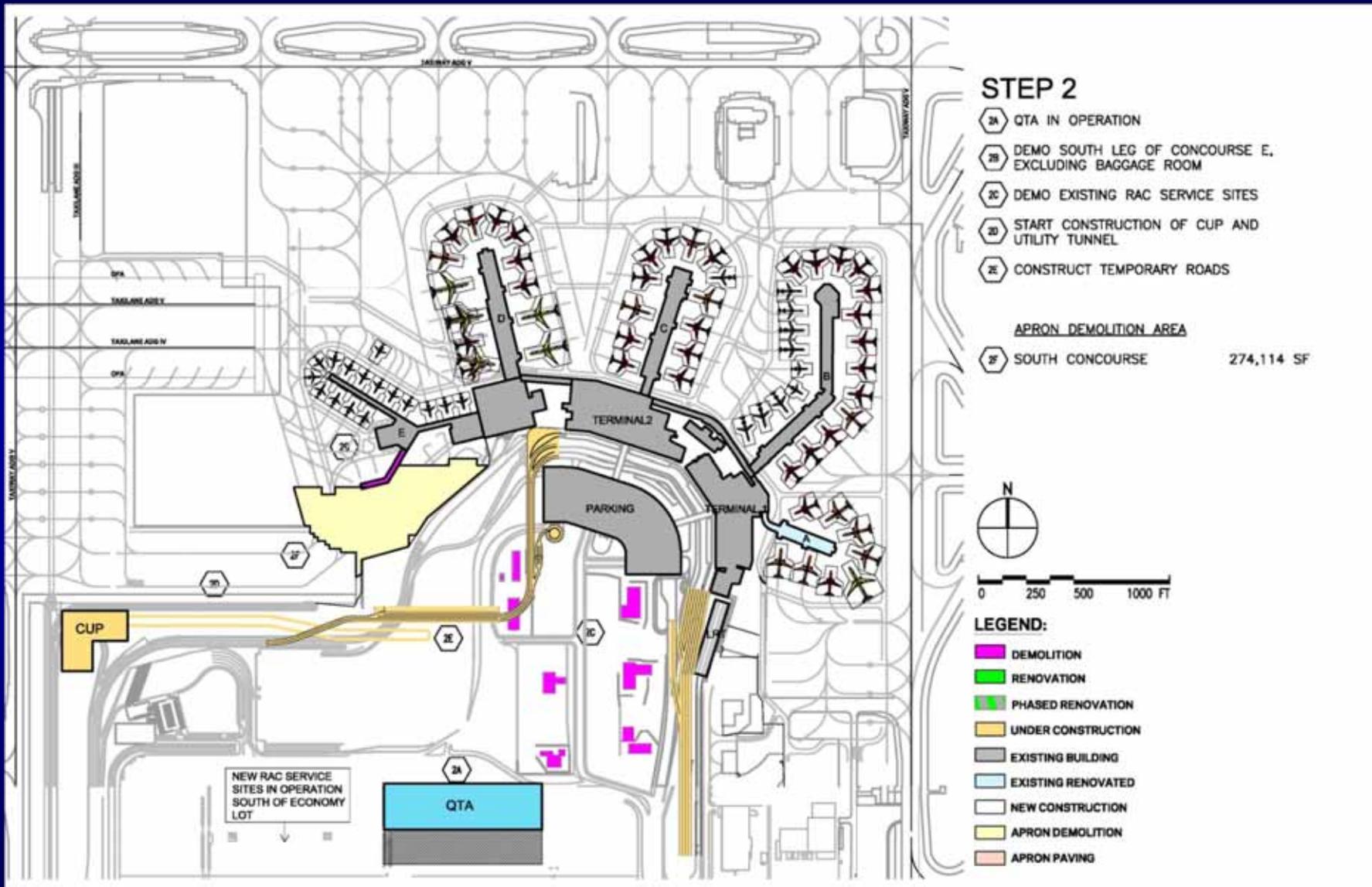
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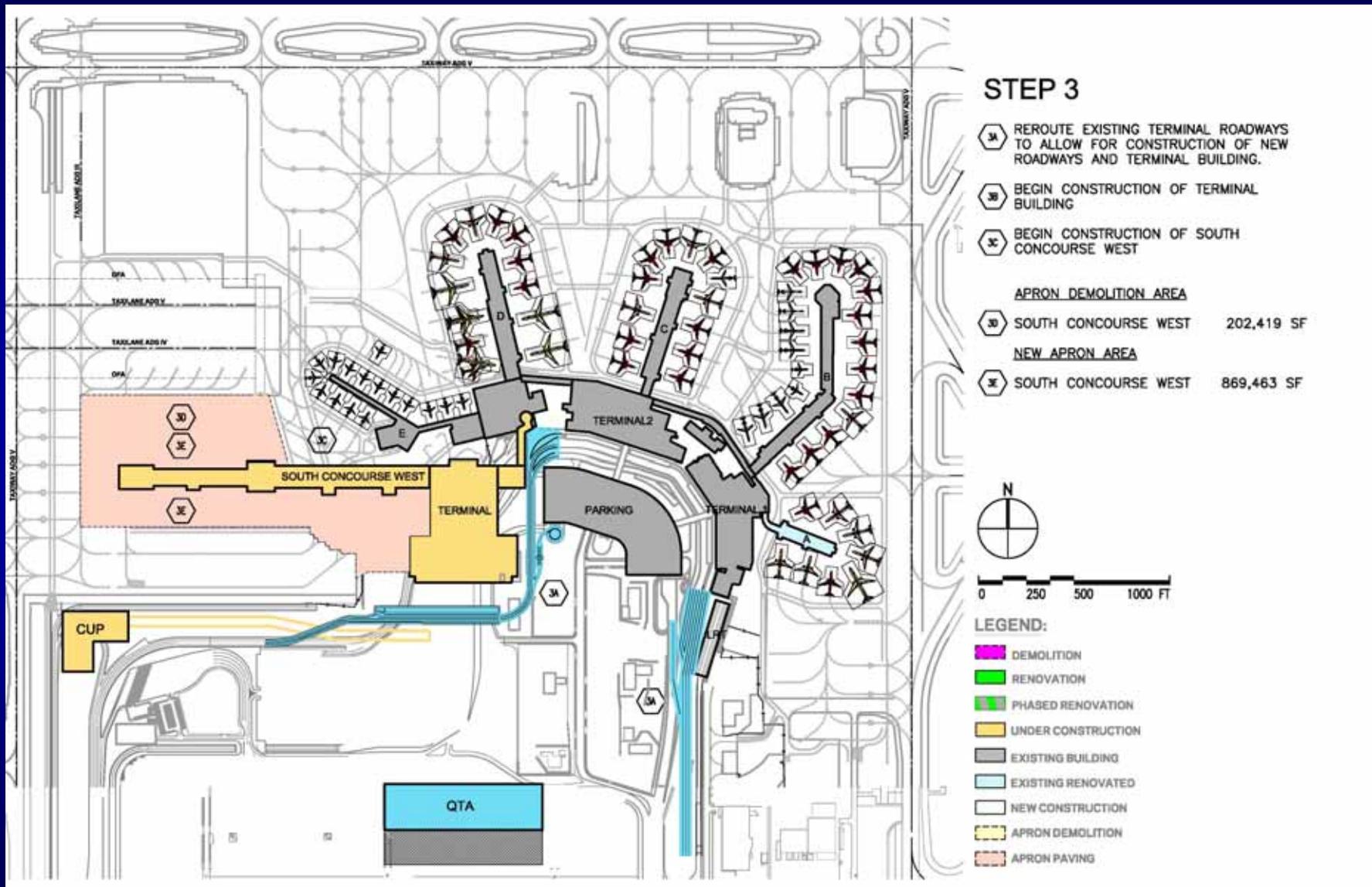
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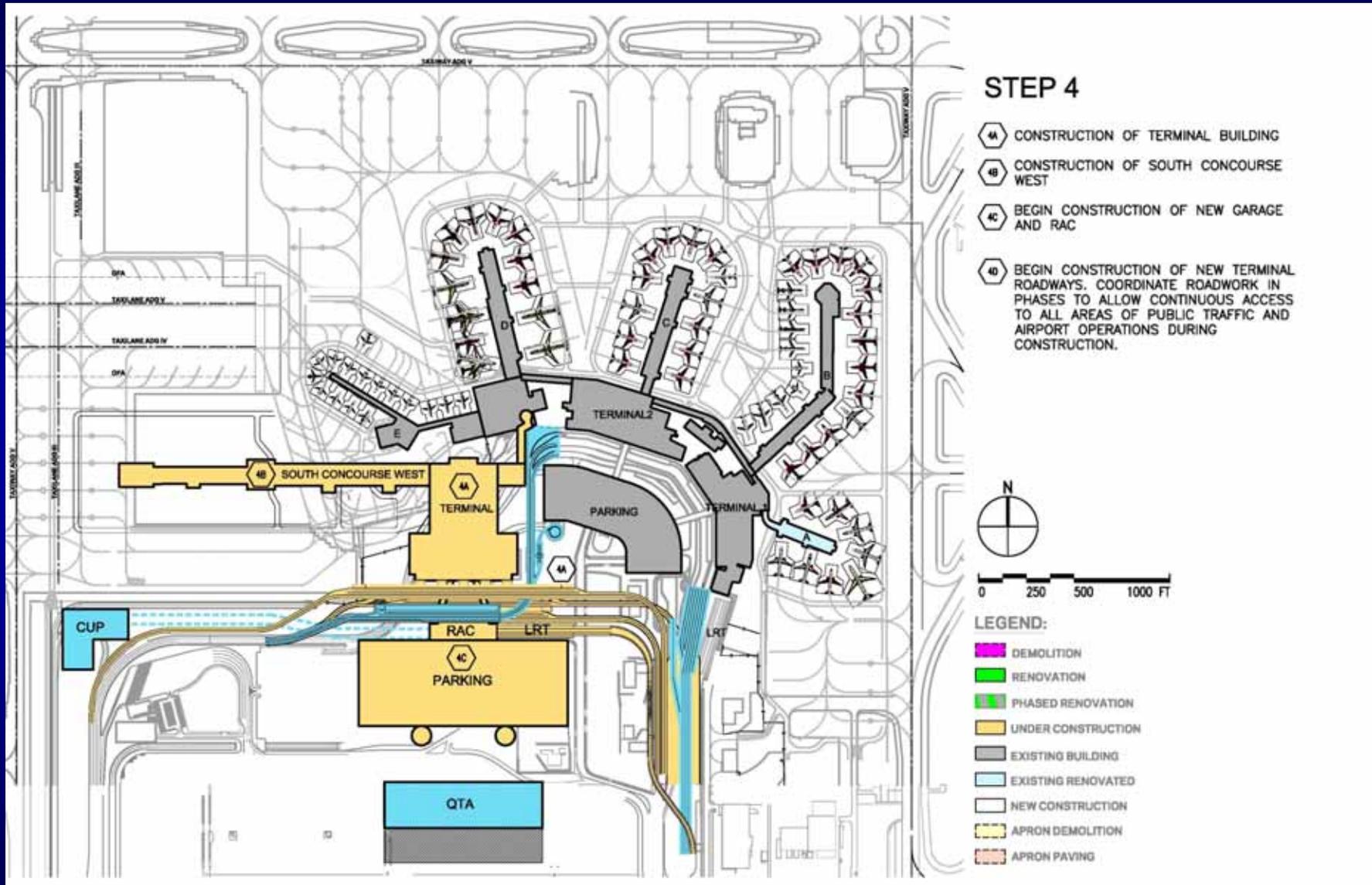
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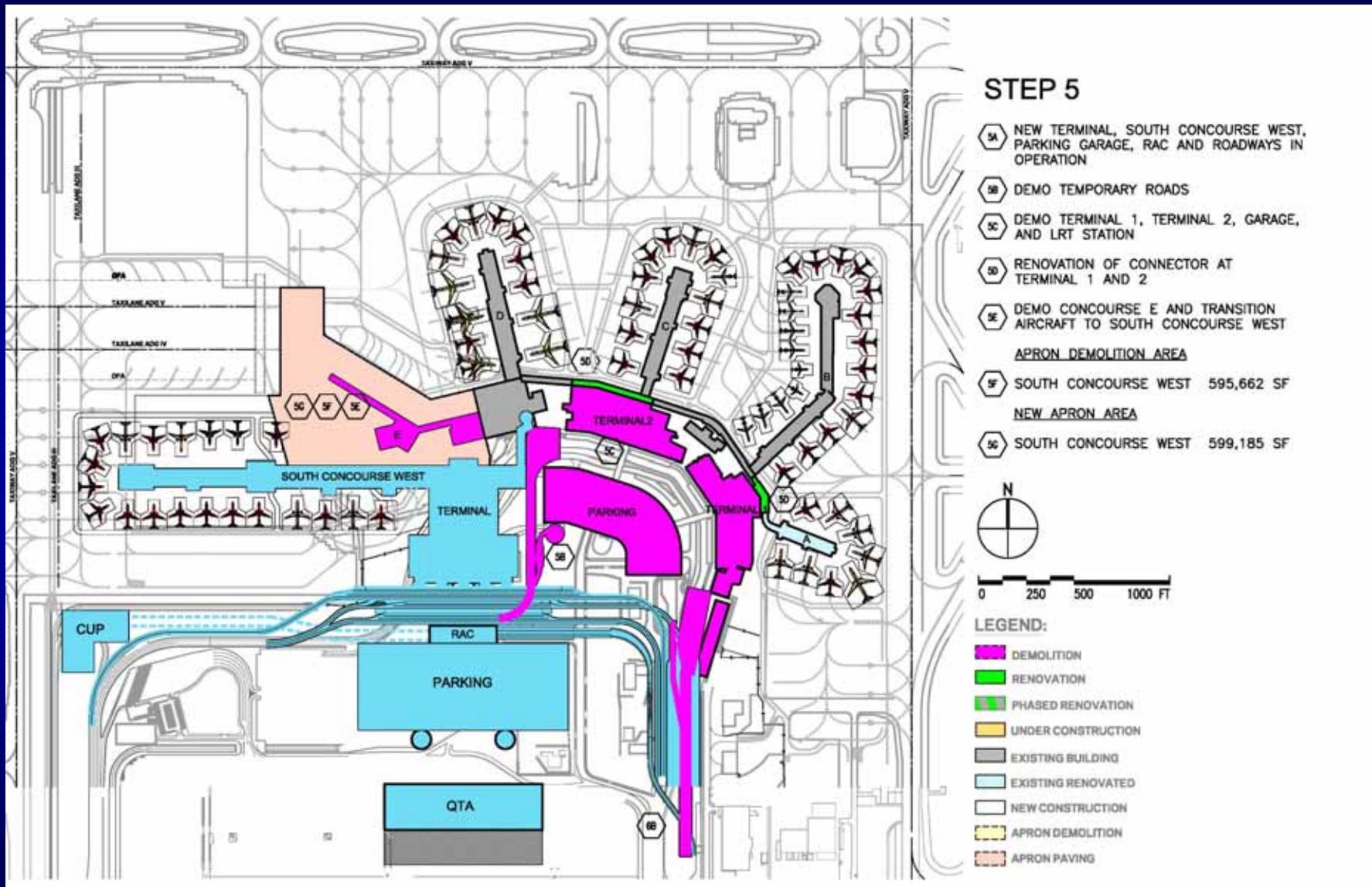
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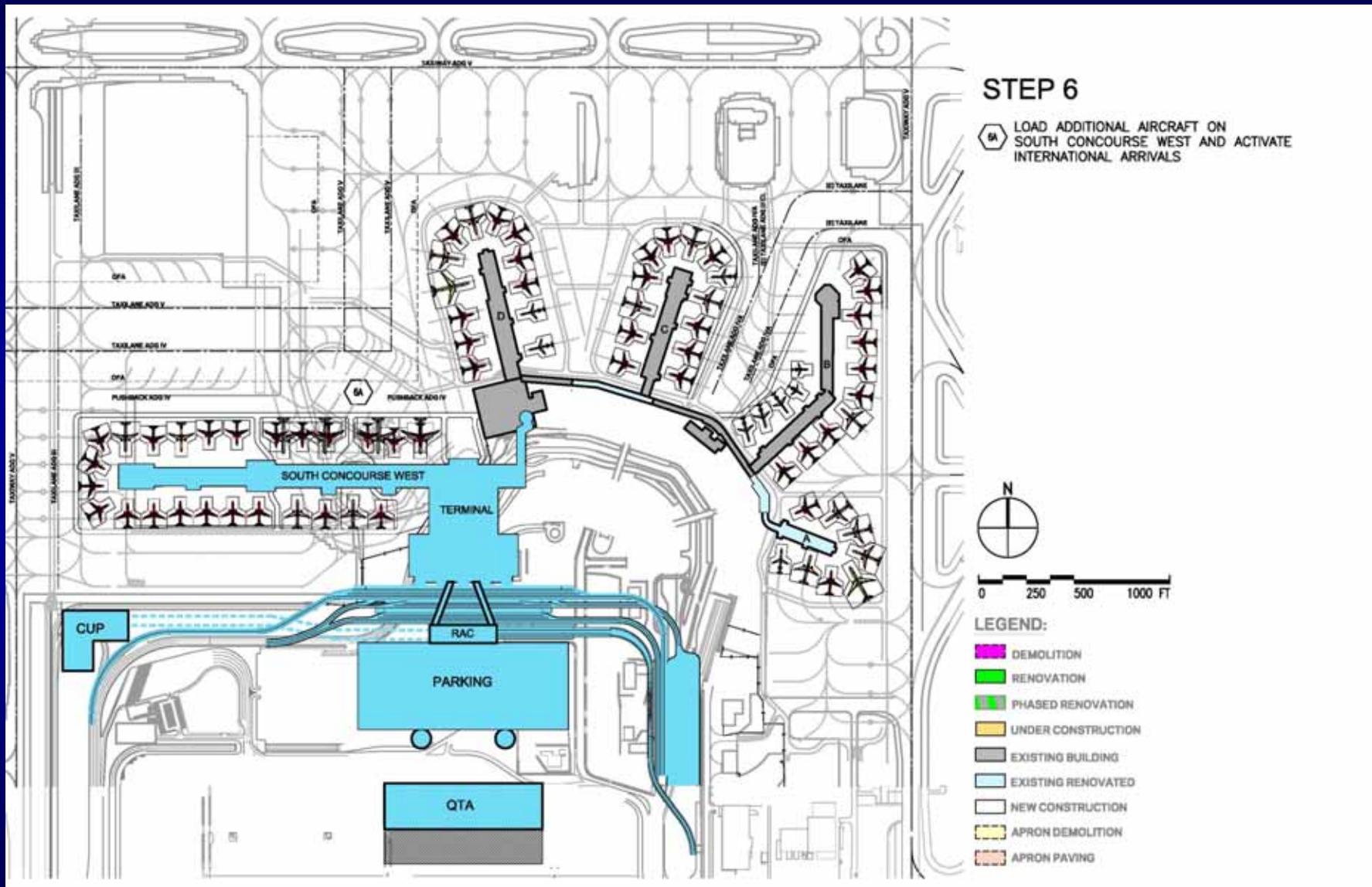
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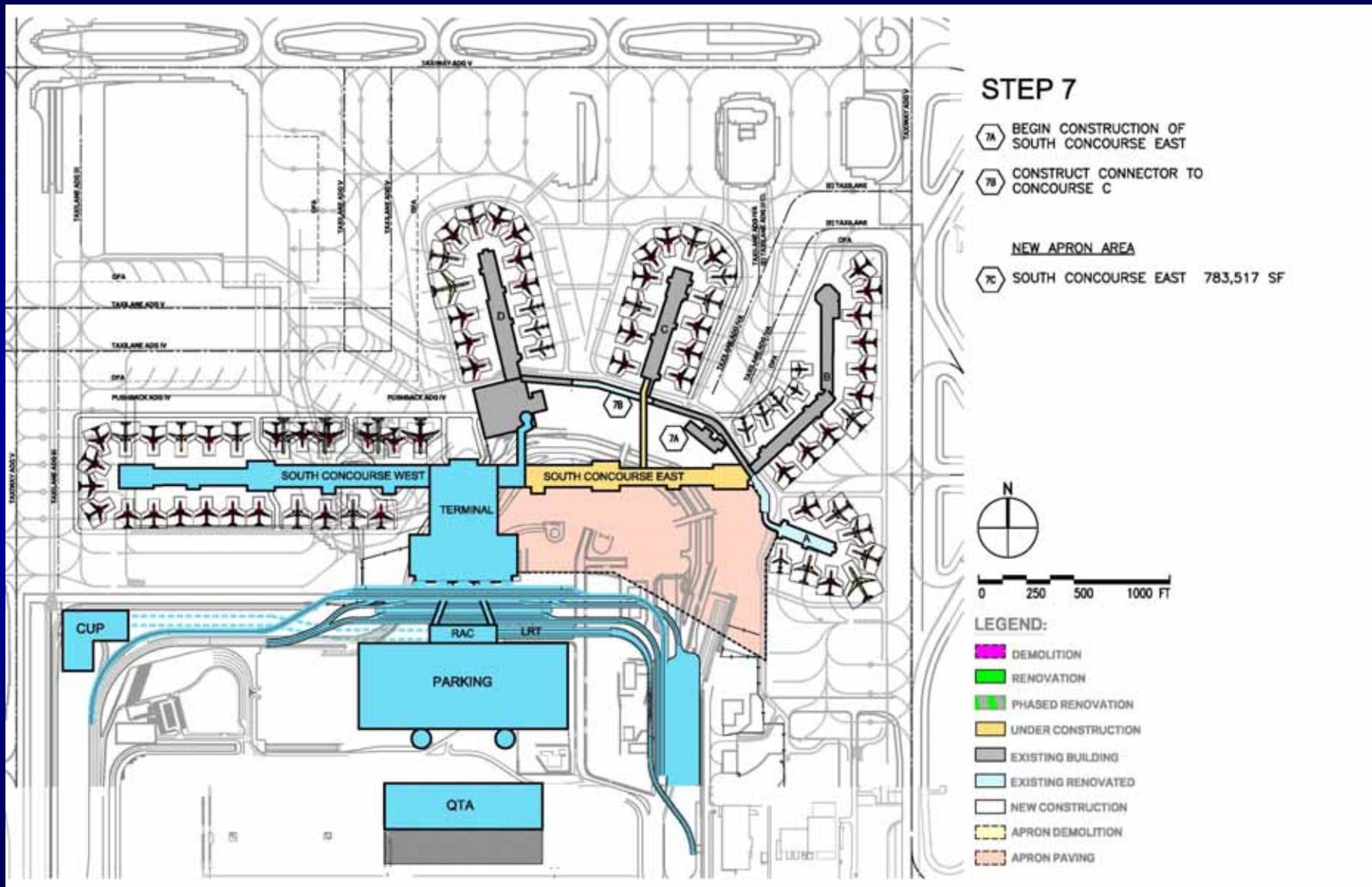
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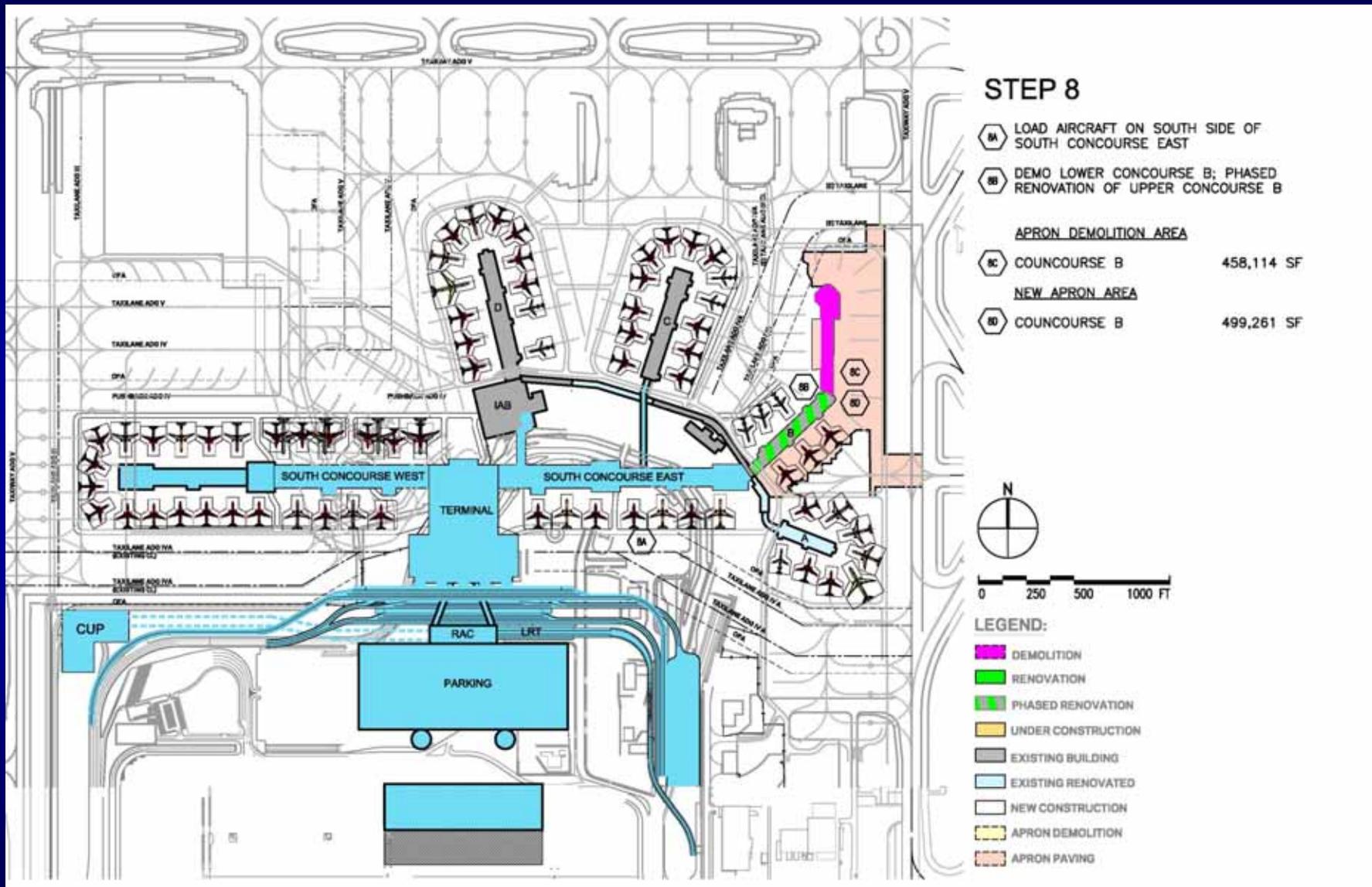
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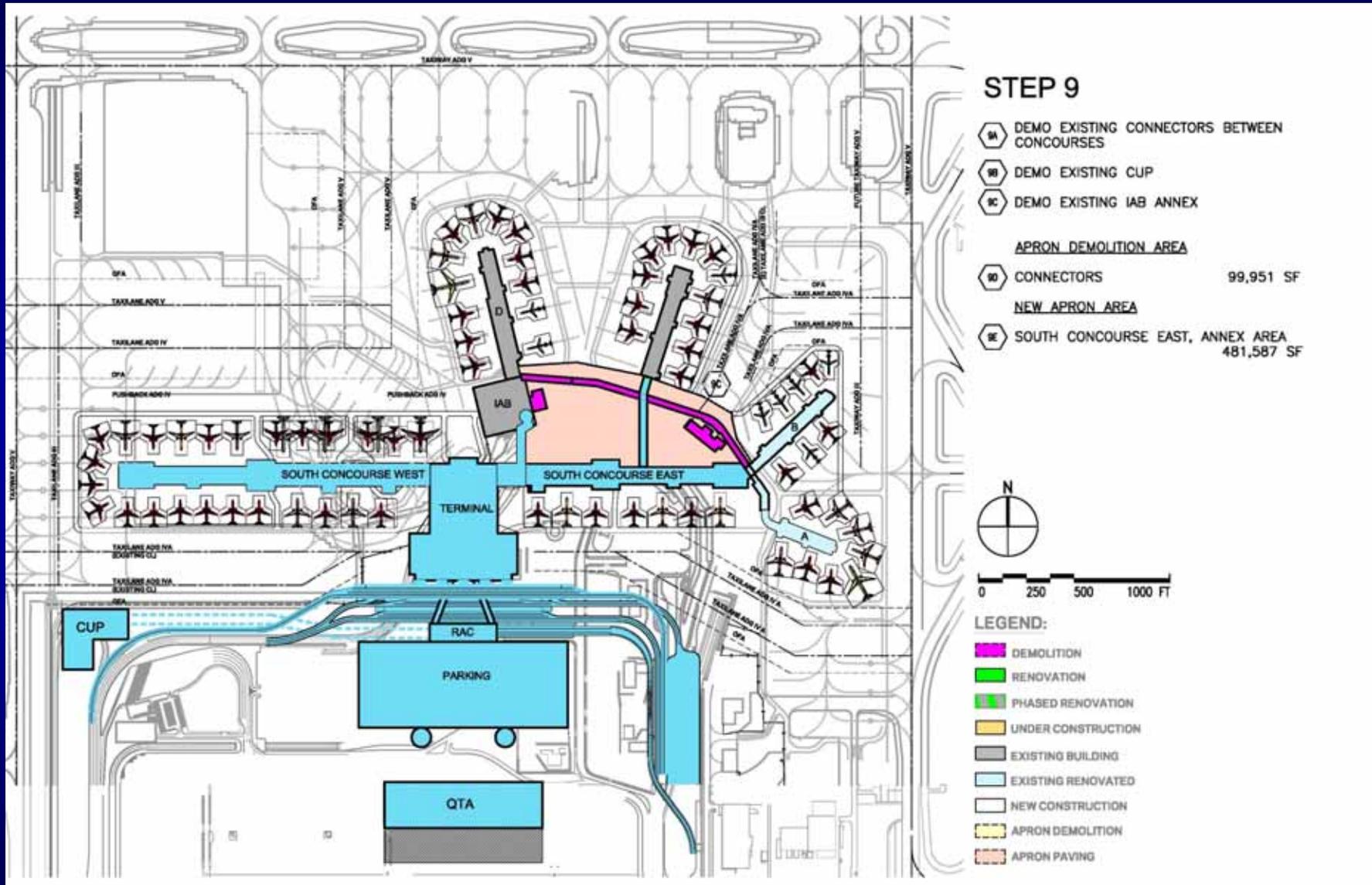
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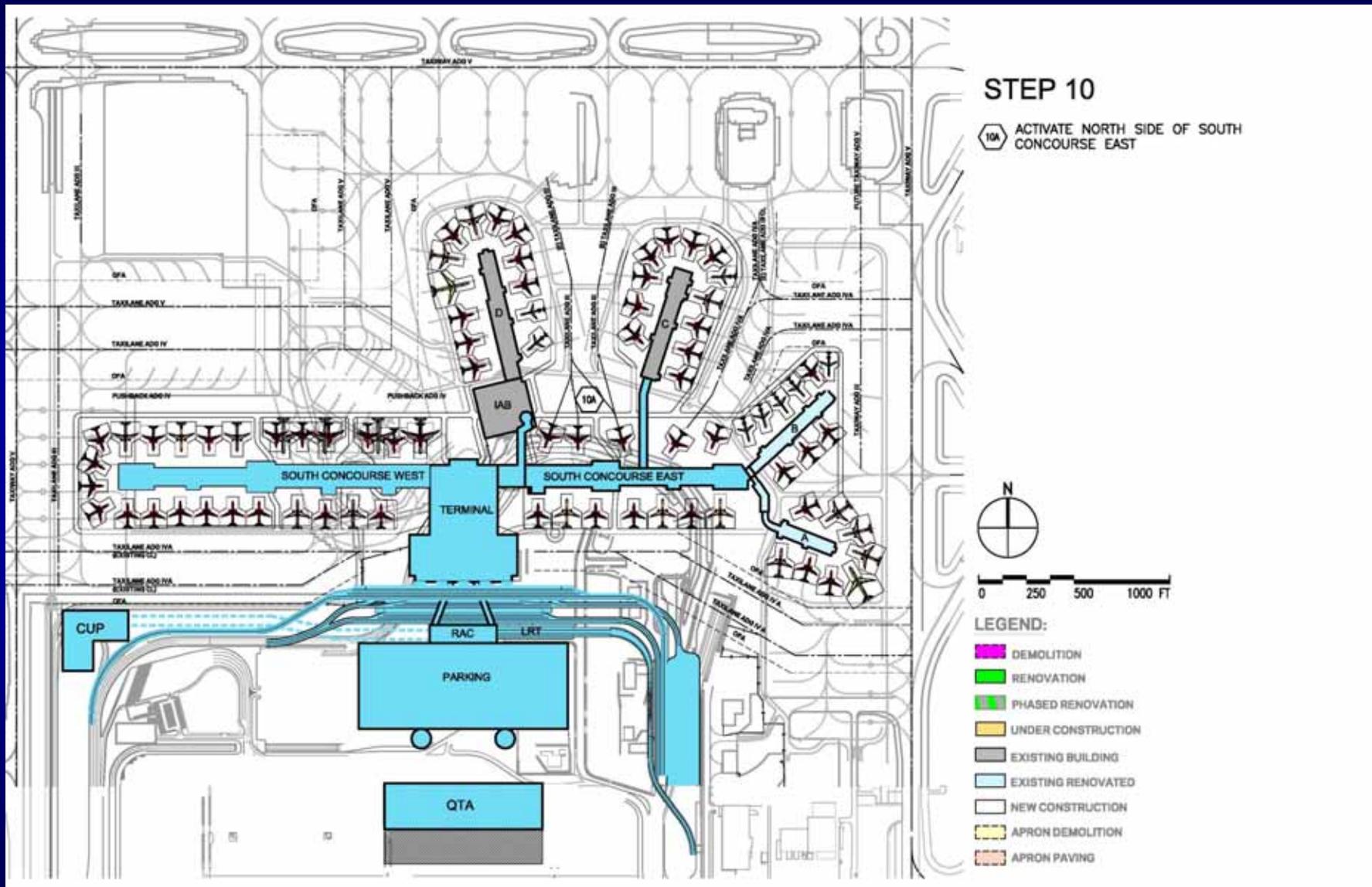
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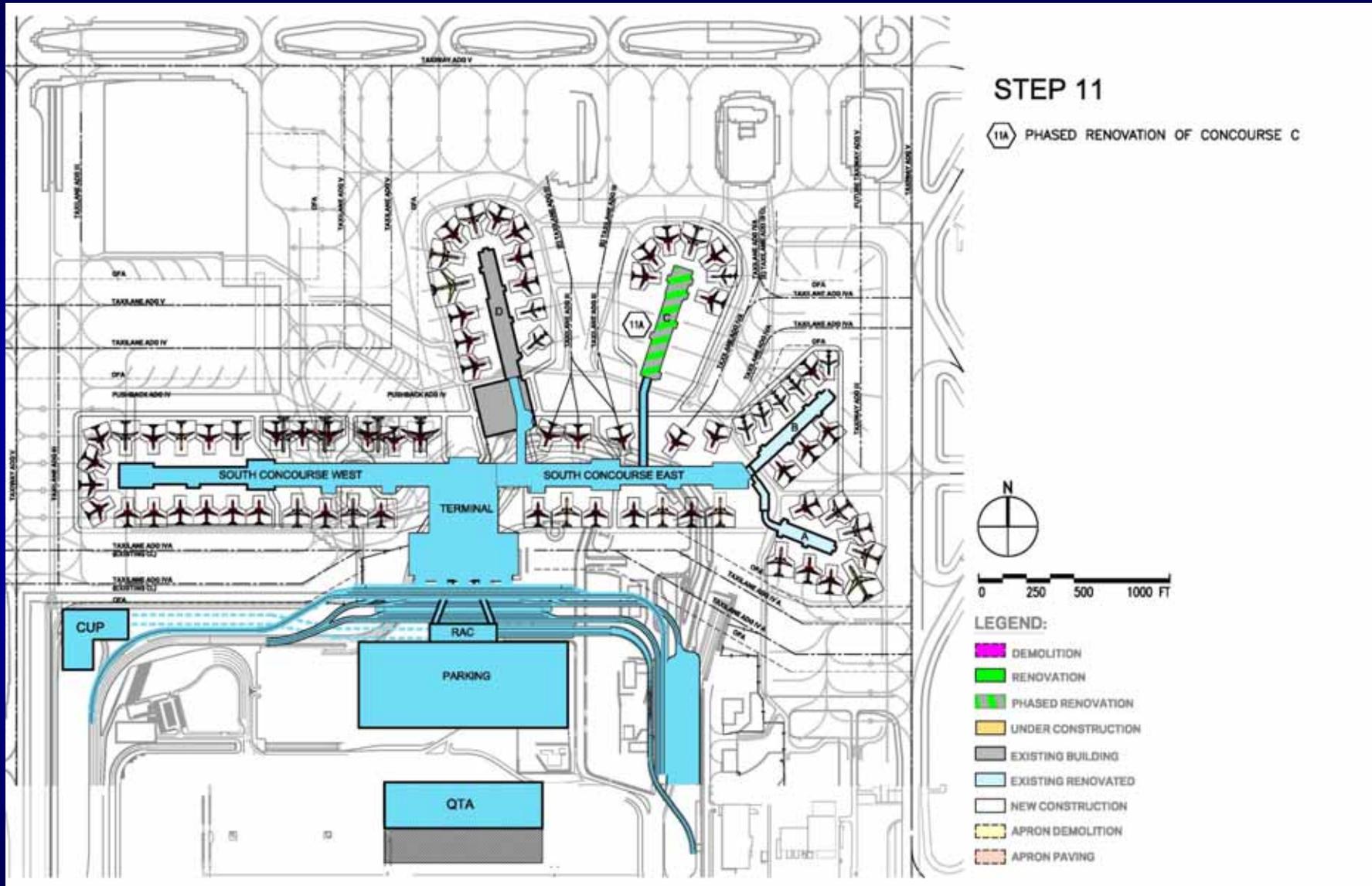
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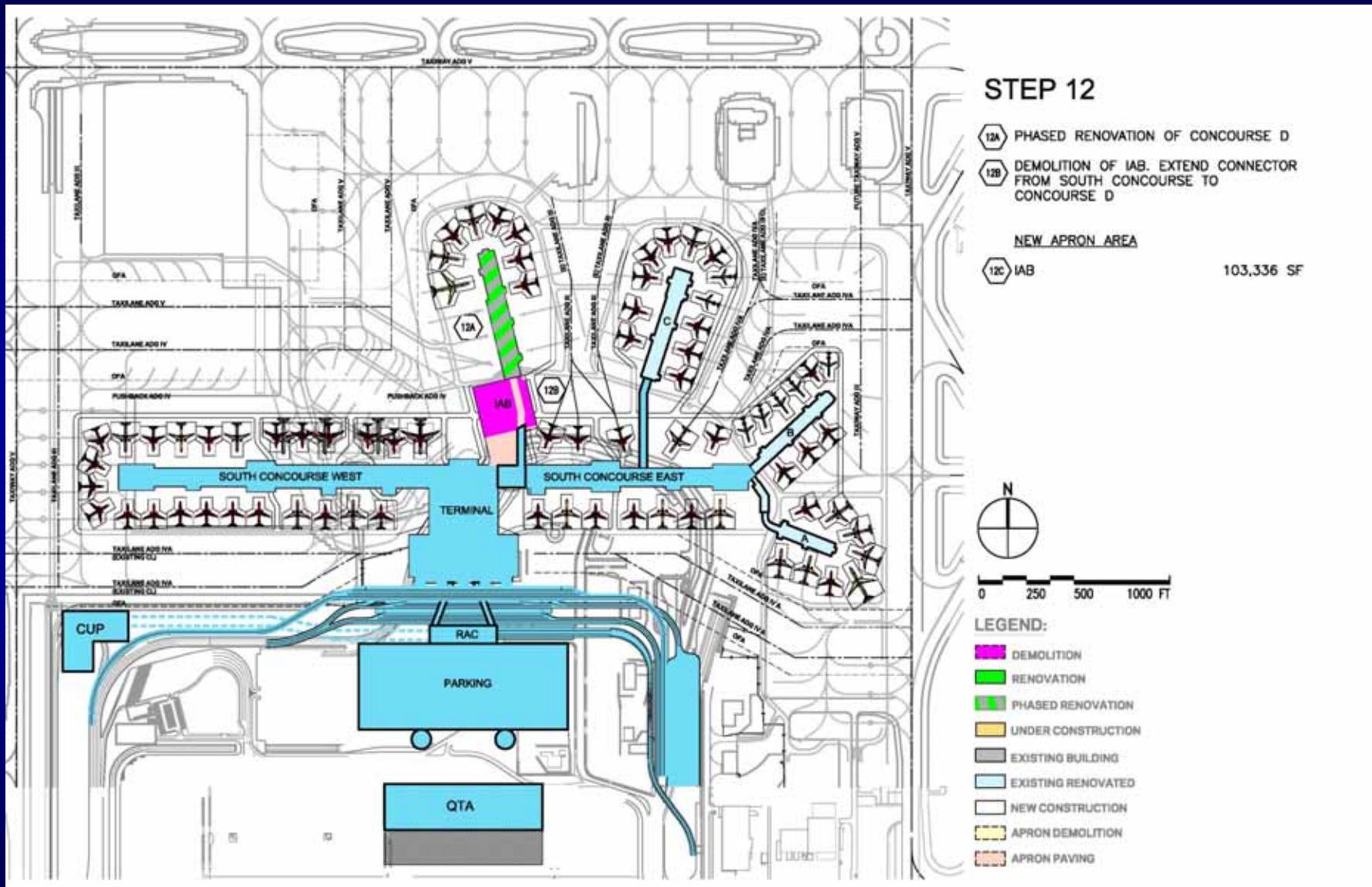
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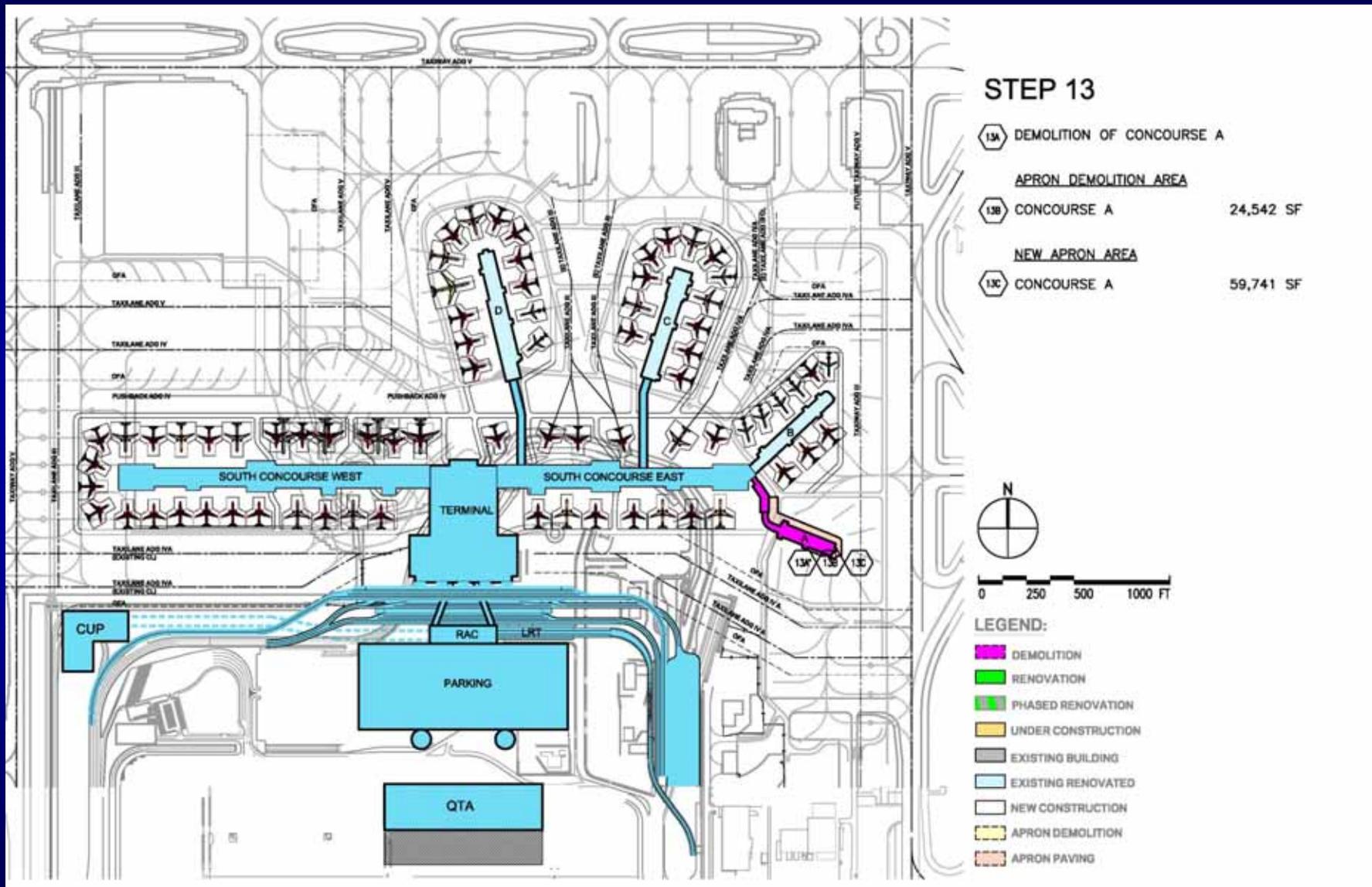
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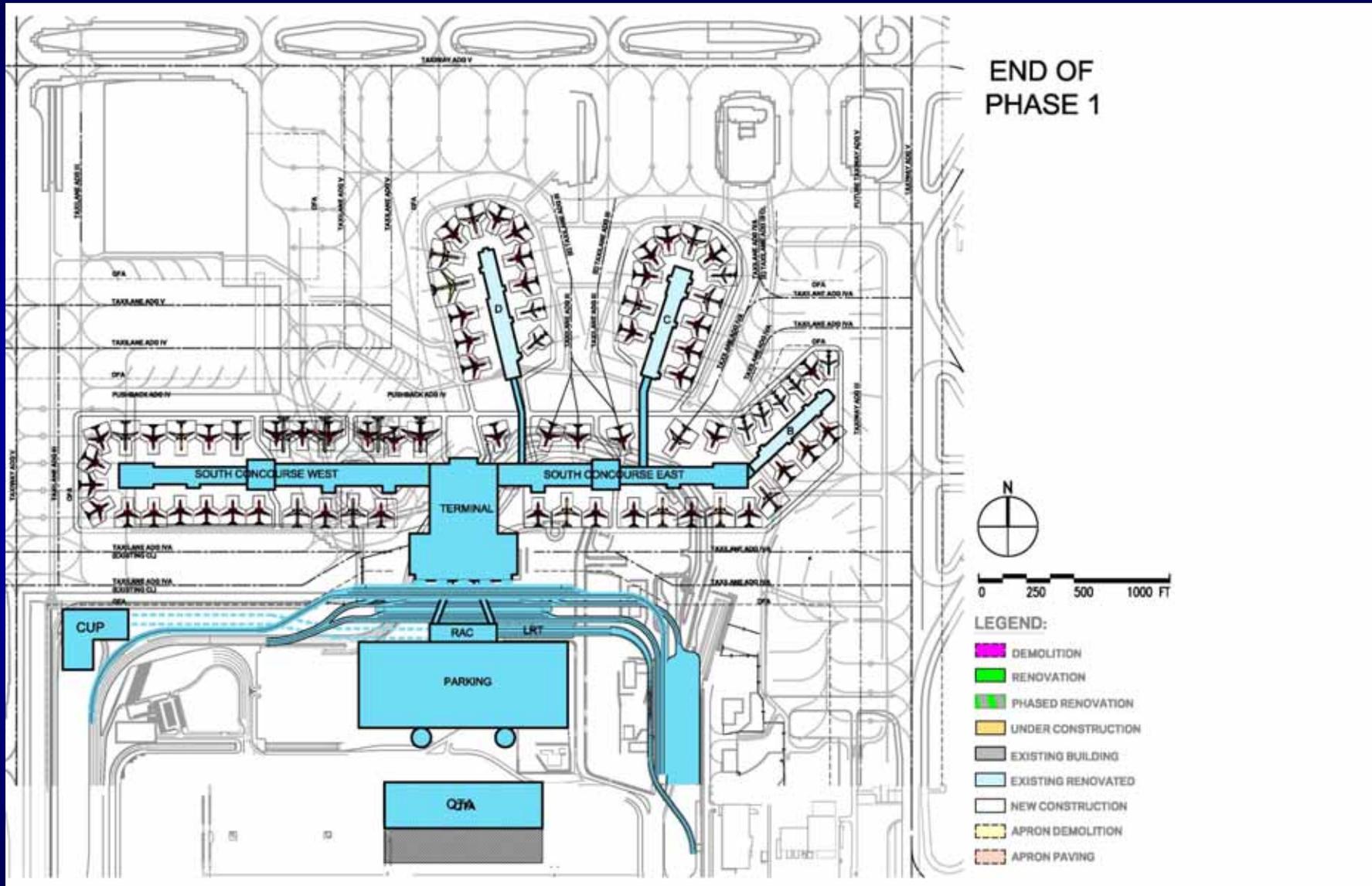
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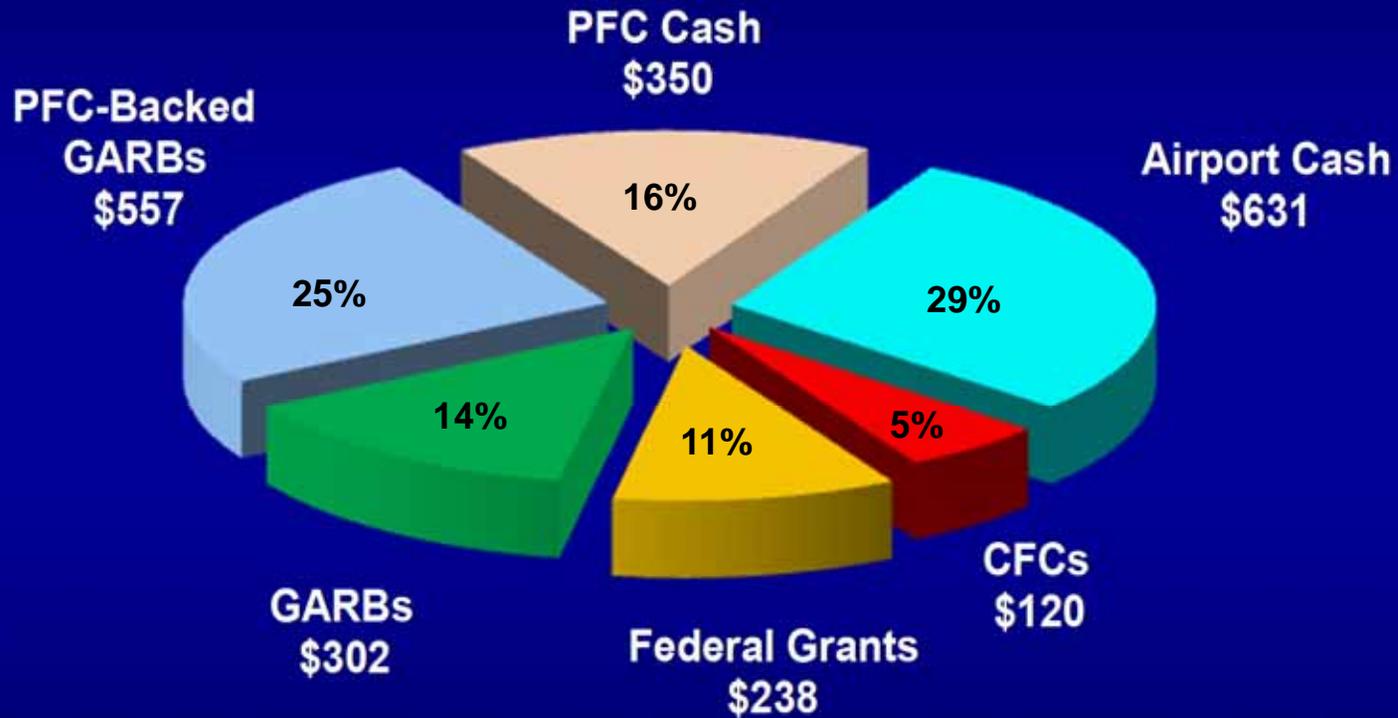


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Sources of Funds for Terminal Redevelopment and Capital Improvement Programs - Years 2012-2026 (in millions)



GARBs: General Airport Revenue Bonds
CFC: Rental Car Facility Charge
PFC: Passenger Facility Charge

Source: Ricondo & Associates

Note: The Airport is an enterprise fund, and therefore, does not use local property taxes as a revenue source.

Preliminary Project Timetable

| | |
|------|------------------------------------------------------------------------------------------------------|
| 2012 | Complete Environmental Assessment; Finalize plan of execution |
| 2013 | Conduct Public Outreach, Initiate Schematic Design |
| 2013 | Select Construction Manager at Risk |
| 2014 | Begin construction of Rental Car Service Facilities (complete in 2015) |
| 2016 | Begin construction of South Concourse (West) and Terminal |
| 2017 | Begin construction of New Parking Garage |
| 2018 | Begin construction of Terminal Roadway System |
| 2019 | Open Terminal, South Concourse (West), and New Parking Garage |
| 2019 | Demolish Terminals 1 & 2 and Existing Parking Garage Begin construction of South Concourse (East) |
| 2021 | Occupy gates on south side of South Concourse (East) |
| 2022 | Demolish existing connectors Construct apron on north side of South Concourse (East) |
| 2023 | Occupy gates on north side of South Concourse (East) |
| 2023 | Decision Point – Renovate Concourses B, C, & D or Proceed to Phase 2 |

Local Consultant & Trade Contractor Involvement

Associate Architects

MHTN Architects

GSBS Architects

FFKR Architects

Architectural Nexus

Mechanical/Electrical/Plumbing Engineers

Colvin Engineering + Envision

Van Boerum & Frank + Envision

Structural Engineers

Dunn Associates

Reaveley Engineers

Civil Engineers

URS + J.U.B

CH2MHill + Horrocks + RB&G

Future Trade Contractor Work

Sitework

Concrete

Steel

Mechanical

Electrical

Plumbing

Fire Protection

Building & Security

Drywall

Woodwork

Stone Walls & Floors

Paint & Wall Coverings

Signage

Future Trade Contractor Involvement

Project Delivery Method – Construction Manager at Risk (CMAR) with multiple Component Guaranteed Maximum Price elements.

Trade packages will be competitively bid by pre-qualified contractors. (Pre-qualification process by CMAR.)

All construction employees working on site must obtain an Airport-issued identification badge that requires fingerprint verification and a background check.

DBE participation requirements will apply on federally funded elements.

Future Trade Contractor Involvement

Each contractor working on the project at every tier must comply with the requirements of Salt Lake City's Building Improvement and Public Works Bidding Program (BIPW Program), which takes into account certain factors in the contractor's work environment. For more information about this Program, please see Salt Lake City Code Section 3.24.115.

BIPW compliance will be evaluated as part of the pre-qualification process.

Future Trade Contractor Involvement

Key requirements of SLC's BPIW:

Contractor offers Qualified Health Insurance to each employee.

Contractor has and will maintain:

1. A drug and alcohol testing policy.
2. A program to actively recruit and/or employ Veterans.
3. A job training program.
4. A safety program.
5. A formal policy of non-discrimination consistent with federal, state and local law.