



INTERNATIONAL
ESG

Environmental
Social
Governance
Report

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Reporting Period
2021-2022





FROM THE EXECUTIVE DIRECTOR

Dear Customers, Employees, and Community Members,

The Salt Lake City Department of Airports (SLCDA) recognizes the importance of environmental sustainability, social responsibility, and effective governance in our daily operations. We make every effort to ensure that our airports—SLC, SVRA, and TVA—minimize negative environmental impacts, promote community engagement, and adhere to the highest standards in all that we do. Our goal is to create a more sustainable and responsible future for our airports and the communities we serve. We are delighted to share SLCDA's Environmental, Social, and Governance (ESG) report, which is a comprehensive account of our ongoing commitment to ESG principles.

This report provides a detailed overview of SLCDA's ESG initiatives, highlighting key strategies, milestones, and outcomes. Since the inaugural ESG Report was released in 2020, we have focused on prioritizing sustainability and fostering social inclusivity. For example, SLCDA is aiming for LEED Gold Certification for Phase 2 of The New SLC by integrating water-efficient plumbing fixtures, sourcing renewable energy, using local materials (that contain recycled content) and enhancing mobility options for passengers and employees. We also provide numerous resources for employees to learn and enhance their skills, sponsor health and wellness events, and cover mental and physical healthcare. To engage with our local communities, we host various events throughout the year, such as Career Day and Girls in Aviation Day while also participating in many outreach initiatives.

As SLCDA continues to grow and evolve, we believe it is vital to share our progress and accomplishments with you. An open and collaborative approach is essential to build trust, strengthen partnerships, and drive positive change. This report not only serves as a tool to communicate our current efforts, but to highlight areas where we strive to improve.

In reading this report, we hope you gain a clearer understanding of SLCDA's sustainability initiatives as we work to achieve a more resilient climate for our future.

Sincerely,

Bill Wyatt
Executive Director
Salt Lake City Department of Airports



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SLC BACKGROUND

INTRODUCTION

The Salt Lake City International Airport serves the Salt Lake City metropolitan area as well as the surrounding areas of Utah, Idaho, Colorado, Nevada, and Wyoming.

SLC functions as one the fourth largest hub for Delta Air Lines Inc. (Delta) and ranks as the 20th busiest airport in the United States and 47th busiest in the world in terms of passenger numbers. In terms of operational movements, the Airport ranks 14th busiest in the United States and 16th busiest in the world.

SUSTAINABILITY

The Salt Lake City Department of Airports (SLCDA) has always embraced sustainability as fundamental in operating our facilities and conducting business. Most recently, these values have been embraced with Phase 1 of The New SLC, which achieved its sustainability goal of LEED Gold certification for both the Terminal Redevelopment Program project and the North Concourse Program (NCP). As we progress through Phases 2, 3, and 4 of the program we intend to achieve the same level certification. As our operations and enplanements recover post-COVID pandemic, we continue to focus on our role to serve our community as a good neighbor, economic engine, and steward of the environment.

Our Sustainability Commitment Statement was developed in 2015 as a part of our Sustainability Management Plan. Individuals from all airport departments (finance, design & construction management, operations, IT, human resources, fleet, properties, planning, facilities, and maintenance) worked collaboratively through a series of statements and visions to develop the final product.

THIS ESG REPORT

SLCDA owns and operates the Salt Lake City International, South Valley Regional, and Tooele Valley Airports.

This Environmental, Social, and Governance (ESG) report is focused solely on Salt Lake City International Airport (SLC).



OUR MISSION

“Our mission is to develop and manage our system of airports, which provides quality transportation facilities and services to optimize convenience, safety, and efficiency for aviation customers.”

OUR VISION

“Our vision is to achieve excellence and unprecedented customer service in making Salt Lake City among the most convenient and efficient air transportation centers in the world.”

OUR SUSTAINABILITY COMMITMENT

“Our mission is to be a leader in the community and airport industry by preserving and enhancing our financial, human, natural, and energy resources.”





To achieve Level 3, SLC updates its carbon footprint annually, implements measures to reduce emissions, and coordinates with tenants and other stakeholders to reduce wider airport-based carbon emissions.



We received LEED Gold certification upon completing the first phase of The New SLC, including a new terminal, parking garage, and sections of two new concourses. We are aiming to achieve LEED Gold certification for all phases of the program.

2021 AWARDS

- Project of the Year Award by Utah Construction and Design (January 2021, Airport Redevelopment Program)
- LEED Gold - Terminal Redevelopment Program and North Concourse Program
- Certificate of Achievement for Excellence in Financial Reporting - The Government Finance Officers Association of the United States and Canada (GFOA) for its Annual Comprehensive Financial Report for the fiscal year ended June 30, 2021.
- Best Airport by Size and Region (ASQ) Award
- Partnering with Airports and Concessionaires Award - Airports Council International

2022 AWARDS

- Richard A. Griesbach Award for Excellence in Airport Concessions – Airports Council International (ACI)
- Best New Food and Beverage (Quick-Service Concept), Fillings and Emulsions
- Green Business Award by Utah Business (for environmental responsibility and sustainable design)
- Most On-Time Airlines and Airports of 2022 Unveiled by Cirium – SLC #3
- 2022 Project of the Year Award in the Land: Over \$5 million category
- “Voice of the Customer” Recognition (February 2022)
- Local Artist, Traci O’Very Covey was selected for the 2022 Collaboration of Design + Art (CODA) Awards Top 100 public art projects from around the world
- Living Color Award, awarded to Raymond Christy

▼ *Raymond Christy – In Living Color Award*



▼ *SLC leadership – Green Business Award by Utah Business*



▼ *SLC Leadership – Airport Concessions Award by ACI*



SLC FAST FACTS

Airport Facilities

Concourse

4,154,728
Square Feet



Runways

3 Carrier Runways
1 GA Runway

Terminal

2 Concourses
66 Gates

Concessions

26 Food & Beverage
33 Retail



Lighting

100% of Runways use LEDs
20% of Taxiways use LEDs

People & Services

Annual Operations

342,519 in 2021
322,011 in 2022



14th in USA
16th Globally

Annual Passengers

22,378,989 in 2021
25,752,783 in 2022



20th in USA
47th Globally

Airlines

13 Airlines and other Affiliates

- AeroMexico
- Air Canada
- Alaska Airlines
- American
- Delta Airlines
- Eurowings Discover
- Frontier
- JetBlue
- KLM
- SkyWest
- Spirit
- Southwest
- United

Connections

SLC is a **Delta Hub**
73% of Total Air Traffic is from Delta Airlines

Employees

520 in 2021
526 in 2022

Sustainability

Air Quality + Climate Change

75% Total Fuel Use from Alternative Fuel Sources (e.g., CNG)
339 Electric Ground Support Equipment Vehicles
536 Electric Ground Support Charging Stations
164 Electric Vehicle Chargers (**123** Accessible to the Public)

Energy Use

282,200 kWh Onsite Energy Generation
7% Energy Used is Sourced from On-site and Purchased Off-site Renewable Sources

Recycling

120+ Recycling Locations
56 Water Bottle Refill Stations

Biodiversity

SLC Participates in the **Raptor Banding Program**
465 Acres of Wetland Mitigation
— Site Managed by SLC Since **1995**

Water

Low-Flow Fixtures use **40%** less water
Drought tolerant landscaping
Recycled water used in car washing

Certifications

LEED Gold Certification
ACI Airport Carbon Accreditation Level 3



OUR HISTORY AND JOURNEY

1911 A cinder-covered landing strip in a marshy pasture called Basque Flats (after the Spanish- French shepherders in the area) was the rudimentary beginning of the airport. It was originally used for aerobatic flights and was the site of the "Great International Aviation Carnival."

1920 Salt Lake City purchased 100 acres surrounding the landing strip for \$40.00 per acre. The resulting airfield was named "Woodward Field."

1926 The first commercial passenger flight took place at Woodward Field.



1930 Woodward Field was renamed "Salt Lake City Municipal Airport."

1933 At a cost of \$52,000, Salt Lake City built an airport administration building that housed a passenger waiting room, mail room, airport manager's office, lunch room, weather observatory, radio control room, and leased office space to airlines. A third runway was also added.

1943 The airport became a training base and replacement depot for the U.S. Air Force. Salt Lake City Municipal Airport II was built at the southwest end of the Salt Lake Valley to accommodate the number of trainees. It is now South Valley Regional Airport.



1950 Upgraded three runways to support larger commercial jet aircrafts and equipped the primary runway with a Category II Instrument Landing System (ILS)



1960 A new terminal building was built.

1968 The airport was renamed to "Salt Lake City International Airport."



1978 Terminal 2 was completed to house Western Airlines. A new Executive Terminal was also completed on the east side of the airport to serve general aviation needs and house various agencies. The west runway and taxiway systems were extended.

1982 Western Airlines made Salt Lake City an operational hub.

1984 Terminal 2 was expanded to accommodate an additional concourse.

1987 Western Airlines merged with Delta Air Lines. The hub operation was expanded and additional facilities were required.

1995 A third air carrier runway, Concourse E and the International Terminal were completed.

1998 United Parcel Service became the first tenant in the north cargo complex with a new processing facility.

1999 The Federal Aviation Administration opened a new air traffic control tower and terminal radar approach control facility. Fire Station #11 was relocated to the east side of the airfield and the airport interior received major renovation.



2002 The city and airport hosted the Olympic Winter Games.

2005 Bag claim carousel modifications, Explosive Detection System (EDS) upgrades in Terminal 2, sterile corridor extension (two gates added), and reconfiguration of the east landside area.

2014 Salt Lake City's Terminal Redevelopment Program breaks ground.

2020 Completed Phase I of The New SLC, which includes the Rental Car Service and Quick Turn Around facilities, a Parking Garage, Central Terminal, Concourse A-west and Concourse B.



2021 Began construction of a permanent tunnel to connect the Terminal to Concourse B. Demolished original airport facilities that were built in 1960 and beyond, including Terminals 1 and 2, the International Terminal, Concourses C, D, F and G, and the Parking Garage.



2021 In 2021 the Department received Leadership in Energy and Environmental Design (LEED) Gold certification for the Terminal Redevelopment Program and Concourse B-West in of the New SLC, with more buildings expected to receive LEED certification.

* Timeline photo thanks to the Utah Historic Society



OUR APPROACH TO ESG

TRANSPARENCY

We strive to be transparent with our stakeholders by issuing frequent updates, publishing monthly newsletters, and posting public reports. Our Annual Financial Reports, Master Plans, General Aviation Newsletters, Advisory Board Meeting Minutes, and 2020 ESG Report are all available on the SLC Airport website.

In developing our second ESG Report (for years 2021 and 2022) we are continuing our commitment to be transparent in our operations, impacts, and climate risks.

STRATEGY

This report focuses on risks and opportunities in the specific ESG areas that are most relevant to SLC. To identify these topics, SLCDCA invited a range of stakeholders including SLCDCA employees, City representatives outside of the Department of Airports, as well as airlines, concessionaires, and rental car companies to participate in a materiality process. Materiality is a concept which represents two dimensions: issues that may have a potential impact on SLC as an organization, as well as those areas that SLC can impact based on their decision-making. Through this process, the stakeholder group identified focus areas that are discussed in this report.

ESG REPORTING

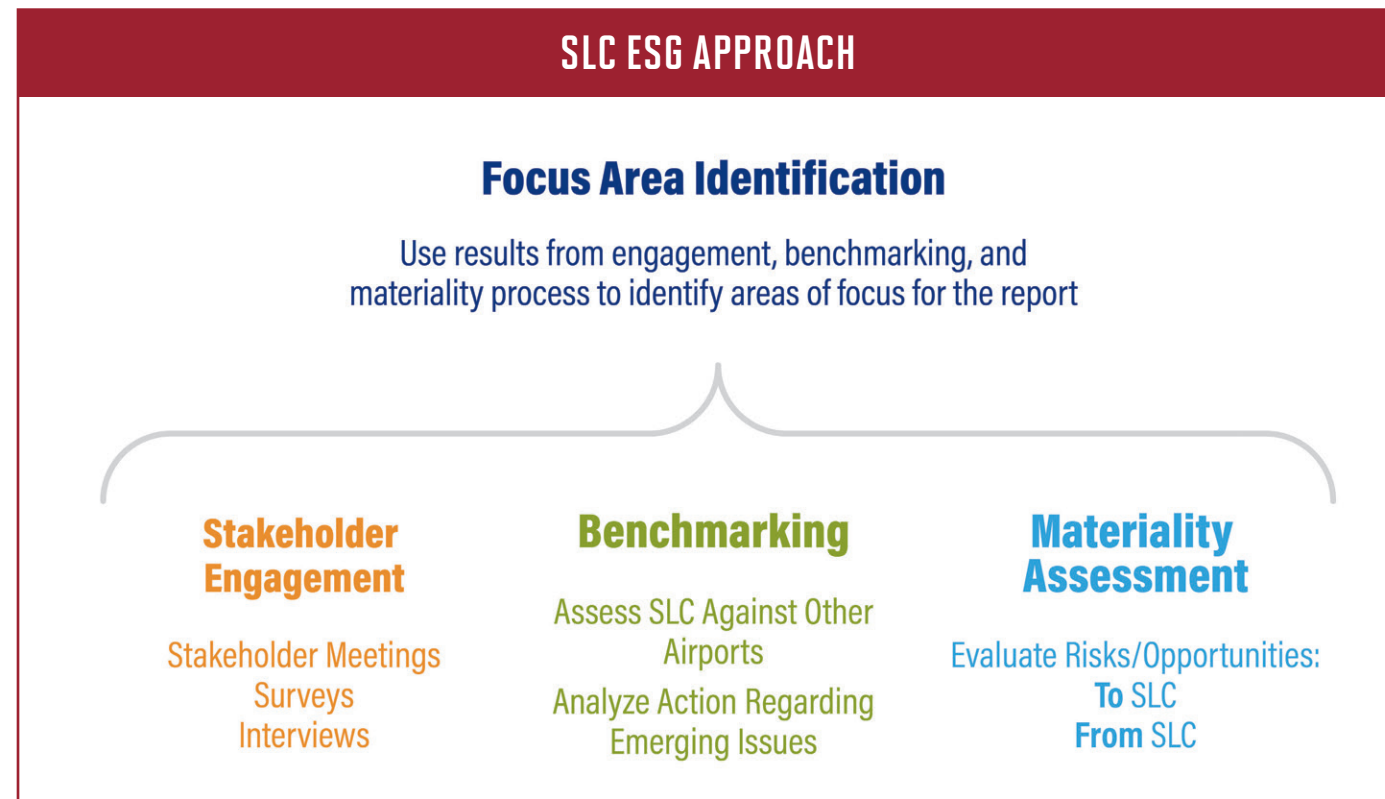
In our second ESG Report we refer to the United Nations Sustainable Development Goals (UNSDGs) for guidance to better understand how we can have a positive and measurable impact on the world around us. In 2015 the United Nations developed seventeen goals focusing on people and planet. All 193 members of the United Nations adopted the UNSDG agenda and are committed to making best efforts to achieve the goals by 2030.

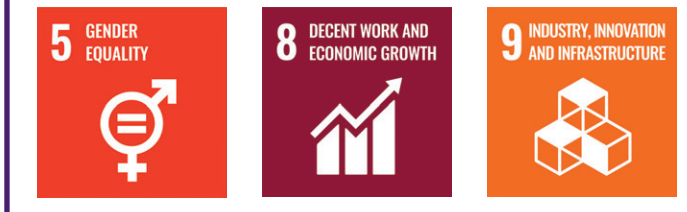
In analyzing our performance, risks, and opportunities as they relate to environmental, social, and governance categories, we have selected the 12 highlighted goals (right) as the most relevant to our operations. We evaluated the UNSDG targets and key performance indicators when selecting goals. The UNSDGs provide insight and global context to guide our internal targets and illustrate areas where we can improve.

In November 2022 a stakeholder meeting (including internal and external stakeholders) was held to obtain input on airport priorities, opportunities, and risks. This meeting helped inform the materiality assessment and identify key topics and indicators for this ESG report.



SUSTAINABLE DEVELOPMENT GOALS





GOVERNANCE STRUCTURE & OVERSIGHT

AIRPORT STRUCTURE

The Salt Lake City Department of Airports (SLCDA) is an enterprise fund of the Salt Lake City Corporation. As a department of the city, SLCDA works closely with many other City departments including, but not limited to the Mayor’s Office, Planning, Purchasing and Contracts, and the office of Sustainability.

The SLCDA receives the same access to programs and benefits and undergoes the same recruiting and hiring process as all other City departments. While SLCDA is responsible for the operation and maintenance of South Valley Regional and Tooele Valley Airports, this ESG report focuses only on Salt Lake City International Airport (SLC or Airport).

SLC has a history of integrating sustainability throughout the organization. A Senior Environmental and Sustainability Coordinator serves the Airport to evaluate the consideration of sustainability best practices in development and decision making. Additionally, the Airport works closely with the City’s Equity and Inclusion Team, which guides the City’s efforts in championing diversity across all its policies and programs. These positions, as well as the Airport’s historic sustainability reporting, demonstrate support of ESG principles at the Airport and City level. Despite being a department of the City, the Airport has its own organizational structure. The SLC Organizational Chart (right) illustrates the internal hierarchy and provides insights into the connections with the city police, attorney, human resources, and other departments.

SLC leadership helped in preparations for NBA All-Star Weekend. They wore red vests to make it easier for travelers to identify employees to ask questions.

AIRPORT ADVISORY BOARD

The Airport Advisory Board comprises nine (9) appointed voting members that advise the City’s mayor regarding the operation and management of airports managed by SLCDA. Each Board member is eligible for a four (4) year term. Board responsibilities include reviewing and establishing policy, preparing an annual budget, and supporting the airport director in promoting SLC to best serve local and regional requirements for airport service.



ORGANIZATIONAL CHART

Bill Wyatt

Executive Director

Treber Andersen Director of Airport Operations

Shane Andreasen Director of Administration & Commercial Services

Brian Butler Chief Financial Officer

Edwin Cherry Chief Information Officer

Eddie Clayson Director of Airport Maintenance

Brady Fredrickson Director of Airport Planning and Capital Programming

Medardo Gomez Director of Operational Readiness & Transition

Pete Higgins Chief Operating Officer

Melyssa Trnavskis Director of Airport Design & Construction Management

Nancy Volmer Director of Communication and Marketing

2021 Board Members

- Steve Price (Chair)
- Cyndy Miller
- Larry Pinnock
- Theresa Foxley
- Arlyn Bradshaw
- Karen Mayne
- Roger Boyer
- Dirk Burton
- Tye Hoffman

2022 Board Members

- Steve Price (Chair)
- Cyndy Miller
- Theresa Foxley
- John Bradshaw
- Arlyn Bradshaw
- Karen Mayne
- Roger Boyer
- Dirk Burton
- Tye Hoffman





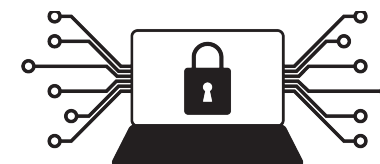
RISKS

Data Management & Cyber Security

Proper data management and risk mitigation is essential to the success of the Airport. We have our own Chief Information Officer (CIO) who focuses on both traditional and non-traditional information technology (IT) duties, while also managing strategic planning and ensuring proper implementation of capital projects. Traditional IT is defined as desktop support, networking hardware, and maintenance of servers.

Non-traditional IT services include managing security, the Automated Weather Observing System (AWOS), and airport-owned cameras. In addition to these important functions, SLCDA collaborates and shares information with our Cyber Security Team and the Salt Lake City IT department to develop and implement robust risk management strategies.

Our IT department is responsible for protecting Airport and customer data from cyber threats. Discussions regarding risk management strategies, cyber security, and related concerns are discussed at weekly leadership meetings. During orientation employees are briefed on safe cyber practices, including prohibiting personal and non-work-related communications via the SLC email system. The IT department distributes notifications to all SLCDA employees regarding phishing attacks and provides ways to identify cyber threats and avoid threats. Moving forward, we plan to hire a Cyber Security Specialist to increase our in-house expertise.



Emergency Management

To better address cyber, safety, and other risks to airports, the Transportation Security Administration (TSA) has introduced an initiative that will integrate TSA risk management strategies more closely with all sectors of the transportation industry, including aviation. The goal is to better align security approaches and improve data sharing to harden IT infrastructure against bad actors. SLCDA's IT, Operations, Maintenance, and Risk Management teams are working closely with TSA to evaluate how our organizations can work together to formalize more strategic and streamlined responses to any foreseeable threats to the airport. Should any new regulations be released, we will maintain compliance with TSA policies.

The Airport Operations Center (AOC) serves as the command and control center that oversees the Airport's day-to-day operations, safety, security, and overall performance. The physical presence of the AOC exists in separate nodes on airport property to decentralize and diversify data centers to enhance resilience against potential threats. Physical security infrastructure is a key aspect of the innovative New SLC construction.

In 2022, SLCDA began the process of updating its Continuity of Operations Plan (COOP) to maintain critical business functions during a disaster or resume functions post disruption. Surveys were issued to tenants and other stakeholders to assess dependencies and align operating and recovery strategies. Additionally, a tabletop exercise was conducted to evaluate critical airport systems and response strategies to individual threat scenarios. As risks continue to evolve over time, SLCDA will continue to update security responses and strategies to adapt to new conditions. The COOP evaluates available resources and guides staff on how to use them to recover from disruptions.



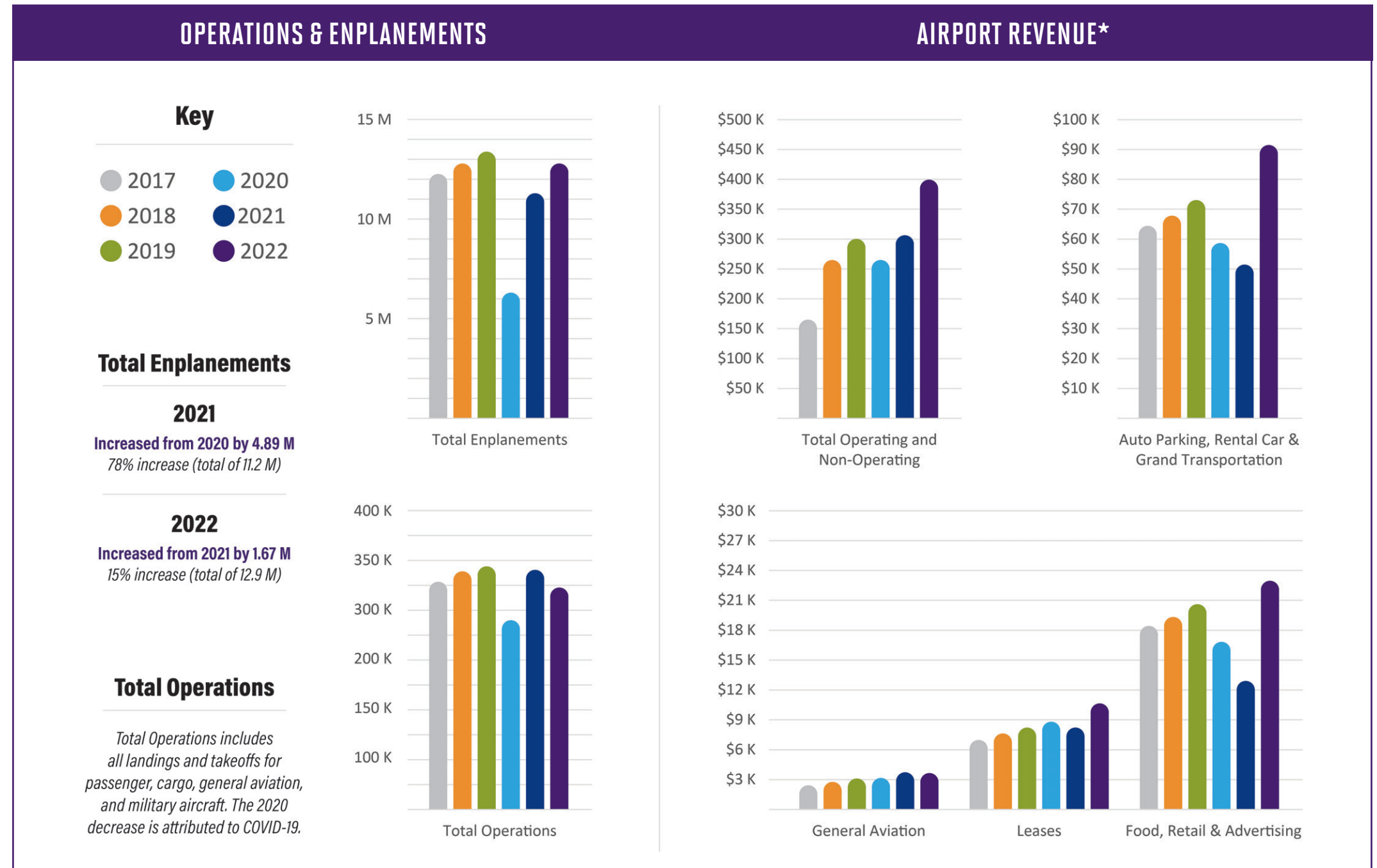
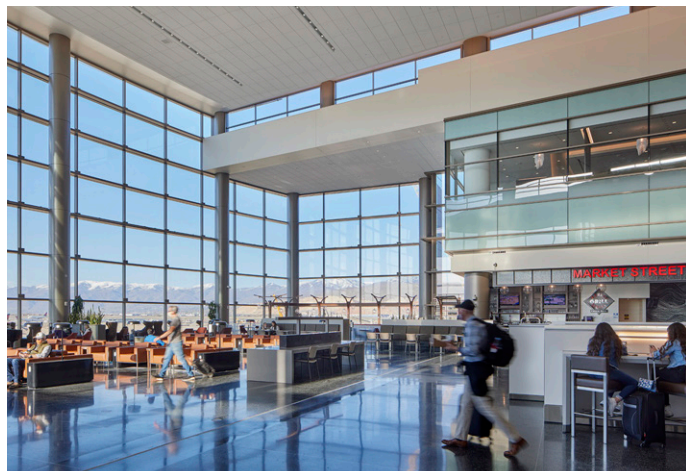


ECONOMIC PERFORMANCE

The Airport plays an important role in supporting business and economic growth in the state. Over the life of The New SLC, the Airport is projected to generate \$2.1 billion in wages and income from an estimated 43,148 full-time jobs. It is anticipated that upon completion The New SLC will contribute approximately \$3.4 Billion to Utah's GDP.

SLC publishes a financial report annually that follows the Generally Accepted Accounting Principles (GAAP) for local governments, with our fiscal year ending in June. As a department of the Salt Lake City Government our annual report aligns with the Governmental Accounting Standards Board (GASB) best practices. Our Annual Reports and Budget Books are publicly accessible on our website.

As the economy rebounded from the pandemic in 2022, we saw a consistent increase in monthly passenger traffic. During FY 2022 passenger levels reached 95% of our pre-pandemic levels. In 2021 and 2022 we saw total operating and non-operating revenue increase from \$305,859,000 to \$398,667,000 (revenue per enplanement decreased from \$39.67 to \$31.14 as enplanements increased by approximately 66%).



* Revenue data reflect SLC's fiscal year – July 1st to June 30th

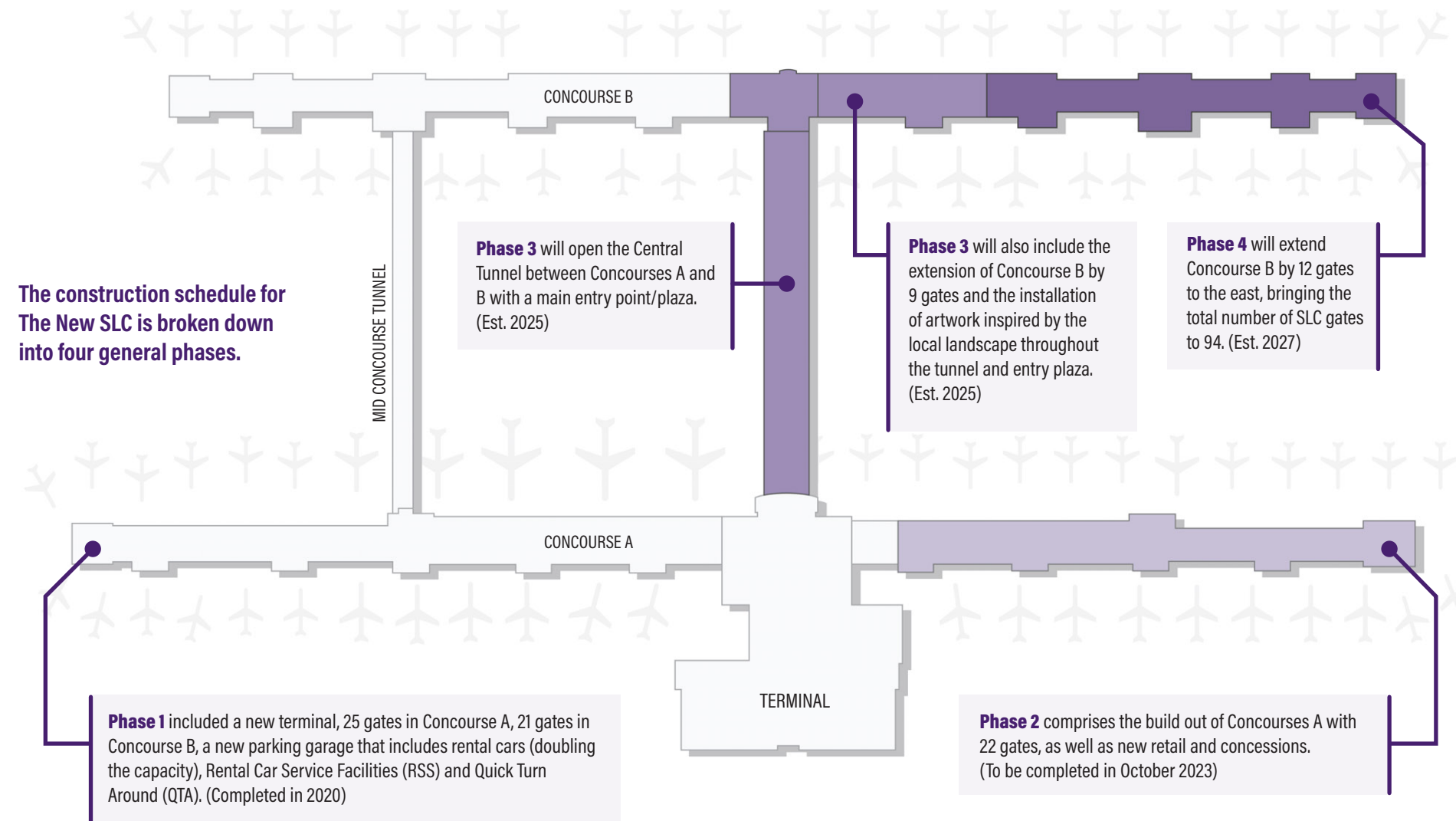


PROJECT HIGHLIGHT - THE NEW SLC



Construction of The New SLC is still underway and is expected to be completed in 2027. Concourse A will have 47 gates and Concourse B will have 47 gates (and four hardstand positions) as Phase IV has been approved and all construction contracts executed. Additional charging infrastructure, retail and new concession areas will be included. Each concession is required to have street pricing, so passengers will be paying the same prices as they would at locations outside the airport.

The New SLC integrates sustainability into the design and construction of the additional concourse and gate areas. Examples of these sustainable measures include the use of water-efficient plumbing, diversion of construction waste from the landfill, and use of daylighting to reduce energy consumption and enhance the passenger experience. Additionally, the new concourse will showcase art inspired by the local landscape and community..



The construction schedule for The New SLC is broken down into four general phases.



INNOVATION, INFRASTRUCTURE & FACILITIES

The New SLC terminal and concourses represent the first new hub airport constructed in the US in the 21st century. Design of the facility integrates resilience considerations to accommodate seismic and geotechnical challenges; sustainability elements to minimize emission and resource use; and a unique aesthetic focused on the region's surrounding landscape. To date (2022), 811 trade workers contributed approximately 11,965,700 hours on construction of the facilities.



As technologies, conditions, and capabilities evolve, SLCDA considers innovative solutions as vital to our continued success. In this vein, The New SLC incorporates innovative and efficient designs, which align with LEED Gold standards. Much of our focus is on energy commissioning to reduce our energy use through efficiency and the use of technology. Specifically, we have implemented "SkySpark Analytics," a software to help reduce our energy consumption and to track data in real-time. In using the program, the Airport found that adjusting an operation setpoint of the Computer Room AC Units (CRAC Units) saved over 1,800 hours of electric heater run time per month. Integration of this software will allow the Airport to optimize energy management, reduce costs, improve environmental performance, and reduce our carbon footprint over time. Employing this software and other new technologies demonstrates our commitment to innovation and sustainability.





SOCIAL

EMPLOYEE BACKGROUND & SAFETY

SLCDA takes employee safety very seriously. Our Safety Department has a fully implemented Safety Management System (SMS) program in place. Employees working on the air operations area (AOA) can report hazards anonymously, reducing risk and increasing workplace safety for employees, tenants, airlines, and airline passengers.

We have also developed a Ramp Safety Enforcement Program that reinforces current Airfield and Ramp safety rules.

All employee safety rule violations are tracked, leading to proactive re-training and possible badge suspension and/or revocation.



In February 2021 five airport staff were recognized for their heroic efforts in saving a passenger's life after going into cardiac arrest. The Salt Lake City Fire Department awarded the employees Citizen Commendation Medals for life-saving work. These actions accurately represent our safety training and efforts to safeguard passengers.

SLC EMPLOYEES

Employee Category	2021	2022	Unit
Airport Employees			
People Employed by the Airport (including tenants)	15,426	14,271	People
Number of Countries Represented by Employees (including tenants)	123	145	Countries
Number of Full Time Employees	518	519	People
Number of Part Time Employees	3	7	People
Construction-Related Employees*			
Number of Unionized Employees	260	259	People
Total Work Hours Performed	886 K	919 K	Hours
Total Number of Worker's Comp Days Away from Work	2	8	Days
Lost Time Injury Rate	2.7 %	3.7 %	Lost Time

* Part of the Airport Redevelopment Program (ARP)





EMPLOYEE HEALTH & WELLNESS

Our employees' health and wellness remain a top priority. The SLCDA Health & Wellness Committee is composed of 22 employees representing various internal groups and convenes once a month. In collaboration with the City, we provide a magnitude of health benefits and employee development programs. Our health benefits cover mental health, fitness memberships, and flu vaccine clinics. We also host 5 blood drives a year averaging 25 units collected per event, which is enough to save 75 lives.

Employee Health Benefits:

- Health and Wellness Events
- Mental Health
- Physical Health
- Medical Coverage for Transgender Care

EMPLOYEE EDUCATION

The City provides financial assistance, as well as learning and development opportunities through the SLC Employee University. All SLC employees have access to the City's Tuition Reimbursement Program, one-on-one financial counseling, and the Personal Loan Program. The City also holds an annual Financial Fair which covers topics including retirement planning, taxes, mortgages, insurance, budgeting, debt, and bankruptcy.

The SLC Employee University provides access to materials on leadership, IT proficiency, professional effectiveness, workplace safety, writing skills, communication and other developmental issues. Workday Learning, a learning management system available via Employee University, contains webinars, seminars, and other educational materials. Finally, there is a Supervisor Bootcamp available for aspiring supervisors and managers.

EMPLOYEE TRAINING

We provide various training opportunities for our employees, some of which are sponsored by the City and some of which are SLCDA specific. Some roles at the Airport require specific training, such as OSHA 10-Hour Construction and OSHA 10-Hour General Industry courses. Each employee averages 22 hours of training a year through the various opportunities we offer through the City programs.

Employee Training Programs:

- Annual/Triennial OSHA Safety Compliance Training (SLCDA)
- SMS Training (SLCDA)
- Triennial Diversity Training (City)
- Triennial Workplace Harassment Training (City)
- Triennial Supervisor Boot Camp (City)
- CPR-AED Certification is offered to SLCDA employees for free, once every month.
- OSHA 10-Hour Construction and OSHA 10-Hour General Industry courses are offered to SLCDA employees for free, twice a year.
- TUG TOW Training for SLCDA.
- Triennial Full-Scale Emergency Exercise, with Tabletop Emergency Exercises executed each year between

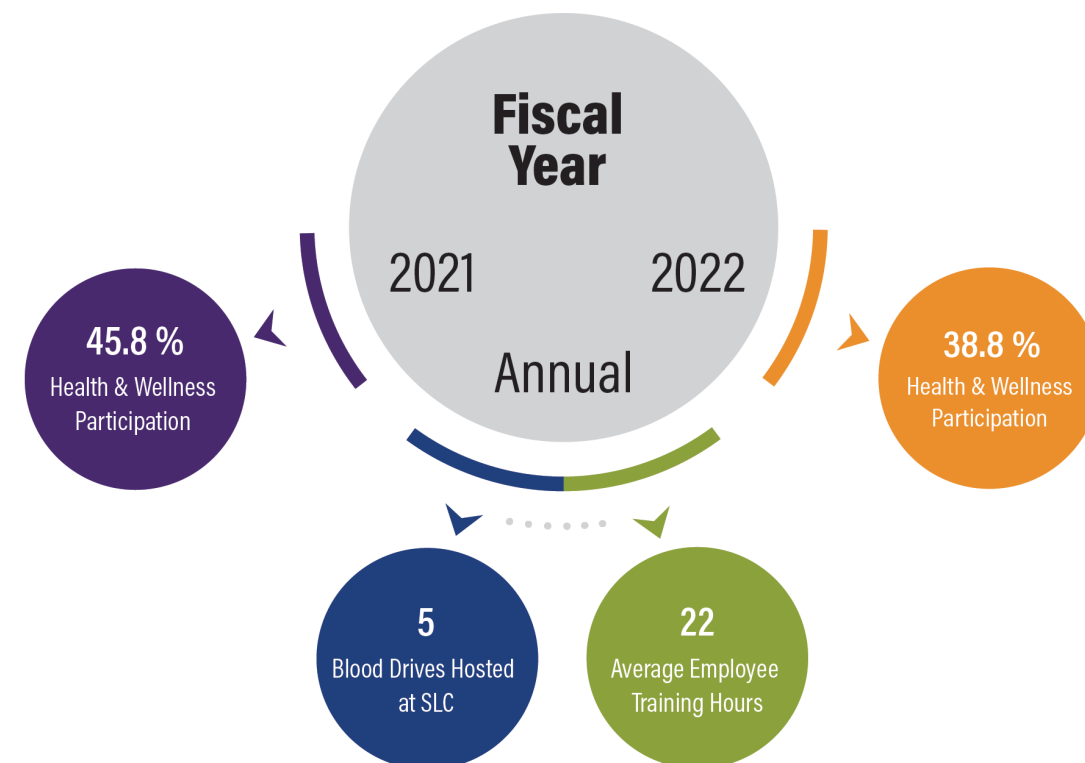


SPOTLIGHT ON EMPLOYEE HEALTH



Health & Wellness Program Participation

- 39.6 % in 2019
- 40.0 % in 2020
- 45.8 % in 2021
- 38.8 % in 2022



DIVERSITY, EQUITY & INCLUSION

As a department of Salt Lake City our employees can participate in all City run programs and events including:

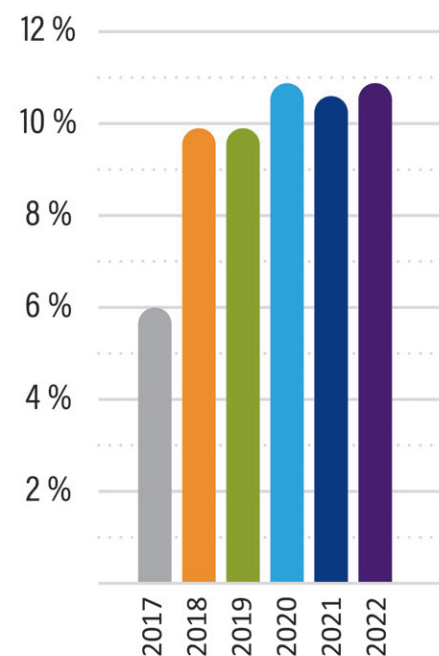
- Language Access Services
- Food Equity Programming
- Racial Equity & Policing Commission
- Human Rights Commission
- Apprentices Program
- Know your Neighbor Program
- Welcoming Week



Representatives from Refugees & New Americans, the City Council, the Know Your Neighbor Program, and SLC answered questions from attendees of the Salt Lake City Mayor's Office Immigrant and Refugee Awareness Gathering - Sorenson Community Center Black Box Theatre. Photo: Ashley Detrick



DBE Spending on Construction (%)



2021 & 2022 Contractor Participation

Local Trades	Value	Trades	%
Total Local Contractors (Wasatch Front)	\$357 M	27	80.2 %
Total Out of State Contractors	\$88 M	8	19.8 %
Total	\$445 M	35	100 %

Union Trades	Value	Trades	%
Total Union Contractors	\$230 M	14	51.6 %
Total Merit Shop Contractors	\$215 M	21	48.4 %
Total	\$445 M	35	100 %

DIVERSITY, EQUITY & INCLUSION

The Department is focused on benefitting all of the communities that live and work in the Salt Lake City area. In 2022, over 14,000 persons are employed at the Airport by the Department and its tenants, 29% of whom are women; this diverse workforce includes individuals who are native to 145 countries. Additionally, since 2020, the Department has doubled the share of women holding senior management positions.

The Airport's Diversity, Equity, and Inclusion (DEI) efforts are directly connected with the Salt Lake City Mayor's Office of Equity and Inclusion. There is a dedicated Workplace Equity Manager for the City and a full-time Human Resources Business Partner for the Airport. The Workplace Equity Manager's work trickles down throughout all City departments, including the SLCDA.

Human Resources utilizes community outreach and targeted events to increase diversity and inclusion within the workforce. In addition to implementing DEI considerations in recruiting, the City manages many innovative and progressive DEI programs that the Airport is involved in such as Accessibility Inclusivity and the Human Rights Commission.

In addition to participating in City led programs, the Airport hosts its own DEI and employee appreciation events:

- Lunch and Learn Workshop with the Office of Small and Disadvantaged Business Utilization and Delta Air Lines
- A Community Disadvantaged Business Enterprise (DBE) Certification Workshop
- Three SLCDA employee appreciation events per year
- Snow Fighters Appreciation Event

In March 2022, Salt Lake City and SLC achieved confirmation of pay equity. Following a robust audit that reviewed and analyzed 1,000 non-union City employee compensations, it was confirmed that there is no bias in salaries. Gender, age, and ethnicity do not play any role in determining salary for employees in the same position. The City's equity dashboard is available on its website.



DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION

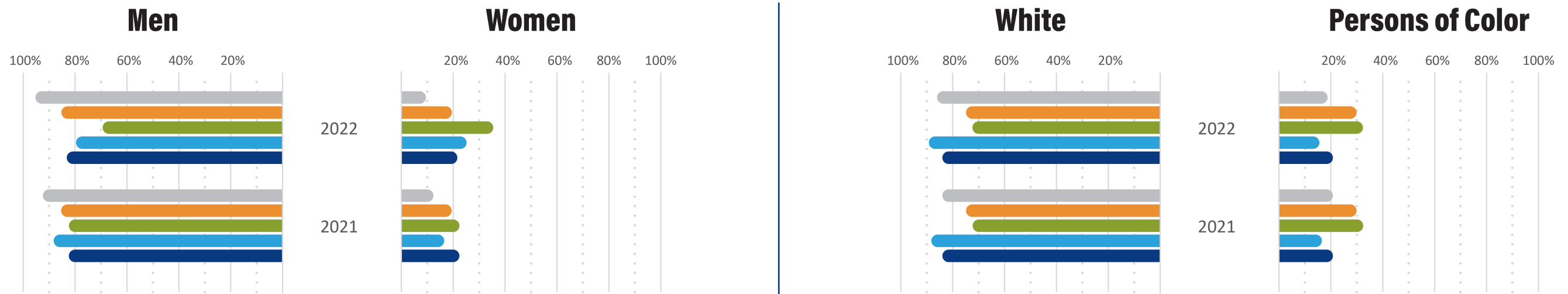
SLCDA complies with the U.S. Department of Transportation's Disadvantaged Business Enterprise (DBE) program to assist and support small, women, and minority-owned businesses. For many projects the Airport receives Federal grant funding which is allocated appropriately to procure goods and services from DBEs. In all of our programs we strive to support both DBE and local spending on planning, design and construction efforts. For the development of The New SLC, we've collaborated with two engineering teams that included DBE participation. Approximately 80% of funds expended so far have been directed to local contractors; more than 50% of costs went to unionized contractors.





SLC EMPLOYEE DEMOGRAPHICS

● Airport Fire, HR, & Attorneys
 ● Airport Police
 ● New Hires
 ● Senior Management
 ● Overall Workforce



CLIMATE CONSCIOUS



FOCUSED AND EFFICIENT



WELCOMING

HAPPY TO HELP





OUTREACH & OTHER PROGRAMS



- Airport Minority Advisory Council (AMAC) reception for Shelby Scales
- Zipline - Partnership with Intermountain Healthcare (Aug 2022)
- Utah Aeronautics Conference June 2023, theme is "Innovate, Collaborate and Elevate" (Dec 2022)
- Career Fair (Oct 2022)
- Military Career Day - An event that we cohosted with Northwest Chapter American Association of Airport Executives (NWAAGE) (Nov 2022)
- Area EAA Chapters - Young Eagles Events - Introduce 8-17-year-olds to aviation
- Presenter at Seattle Airport S.O.A.R.S conference - presented on opportunities in the DBE and ACDBE workshop to seek small business participation in SLCDCA contract
- Community DBE Certification Workshop
- Workshop Series with Office of Small Disadvantaged Business Utilization (US DOT) and Delta supplier diversity and inclusion manager (Mar 2022)
- SLCDCA Art Open House (Dec 2022)
- Gary Sinise Foundation Snowball Express - Partner with AA, flights from SLC to Disney (Orlando)

GIRLS IN AVIATION DAY

Women in Aviation held its annual Girls in Aviation Day on September 24, 2022 at South Valley Regional Airport. More than 400 students and adults interested in aviation stopped by to explore career opportunities, see aircraft on display and chat with experts from a variety of aviation-related careers.



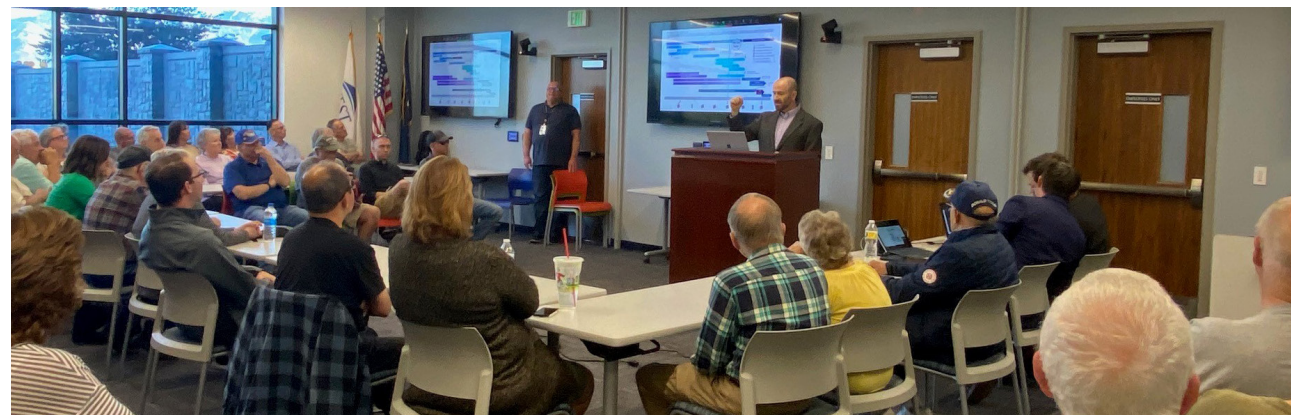
MILITARY CAREER DAY



Over 30 attendees participated in our co-hosted Military Career Day. We provided information on career opportunities in aviation and opportunities to connect with industry experts.

PUBLIC ENGAGEMENT

Community members are encouraged to attend and participate in open-house style presentations and Q&A sessions to learn about what's going on at the Airport. Public meetings were held for The New SLC, The SLC Master Plan process, as well as other SLC planning efforts.



ENGAGEMENT & OUTREACH

Community Engagement

We engage with the local community throughout the year by hosting and co-hosting events. Many of these engagements focus on diversity, equity, and youth. For example, we host Girls in Aviation Days, Young Eagles Events, a workshop series with the Office of Small Disadvantaged Business Utilization, and we offer tours to local groups ranging from engineering students to Boy Scouts to blind student groups.

We strive to forge strong relationships with our local community and remain eager to engage with all stakeholders.

Noise

SLC is committed to reducing the effects and exposure of aircraft noise whenever possible. In 2022 we initiated use of the PublicVue flight tracking system to provide the public information about flight operations taking place at the airport. The program tracks data in nearly real-time and allows the public to identify individual flights coming into or out of the Airport.

Noise complaints can be submitted by phone or email (as publicized on our website). If a community member files a complaint about noise associated with our operations, an employee will reach out directly to ensure it is properly handled and tracked.

Advances in technology continue to lead to quieter aircraft, and there is an industry wide effort to make airport and aircraft operations more quiet.





ECONOMIC IMPACT

In addition to transporting millions of passengers and tons of cargo each year, SLC affects the state's economic performance as it attracts business and tourism, supports local economic development, and provides employment opportunities. Economic Impact Reports are performed every five years, therefore our most recent assessment is from 2020 and is available on the SLC website.

In the interim we publish annual financial reports and have economic updates available on our Air Service Development webpage. Our economic updates provide a broad overview of local economic conditions including local unemployment rates, housing market rates, and job rate analysis.



USER EXPERIENCE

Accessibility

We remain committed to providing the best user experience possible to our customers. One of our top priorities is to provide accessibility for all. In 2019, we implemented the Artificial Intelligence Remote Assistant (AIRA) for blind and low-vision passengers. The AIRA program uses cell phones or glasses equipped with a camera linked to a smart phone and GPS mapping to connect blind and low-vision individuals with trained assistants who can see a location in real time and help users navigate their surroundings.

The Airport also works with the Hidden Disabilities Sunflower program that assists passengers with hidden disabilities better navigate the airport. A Sunflower lanyard, wristband or pin is adorned by a passenger to indicate that he or she has a disability or condition that is not immediately apparent and may require additional support, assistance or a bit more time to navigate the airport. Airport employees wearing the sunflower lanyards and/or pins are trained to assist these individuals with hidden disabilities.

By the end of the New SLC program, the airport will include several Sensory Rooms individuals needing a place of respite while navigating the airport. Additionally, nearly every restroom node throughout the airport includes a nursing mother room for lactation needs, as well as family restrooms.

ADA Compliance

Our ADA/ Section 504 Coordinator participates in monthly meetings with stakeholders, the consortium manager, and the service provider. The focus of these meetings is to review and discuss ADA and special service requests, issues, and enhancement opportunities to improve ADA compliance and accessibility.

We have consulted with experts in the accessibility industry to identify non-compliance and problem areas and to receive guidance on accessibility improvement strategies. In addition to accessing terminal and concourse compliance, we also collaborate with concessionaires to facilitate accessibility and tenant layouts. There is an annual training on ADA / Section 504 updates for all of our concessionaires.

For those wanting to provide input on or ask questions regarding accessibility at the Airport, we have posted a Special Service (Wheelchair) Feedback form on our website. Our ADA Coordinator reviews all submissions and directs the information to the appropriate airline, consortium manager or service provider.

We strive to foster an inclusive and enjoyable experience for all passengers.

Human Trafficking

In collaboration with the U.S. Department of Homeland Security (DHS) and the U.S. Department of Transportation (DOT), the Blue Lightning Initiative (BLI) has been leveraged at the airport to put an end to human trafficking. The BLI trains airport employees on the different aspects of human trafficking, including how to identify a trafficker and a victim.

In addition to providing employee training through the BLI, we have signage in public restrooms. We have also encouraged many of the airlines at SLCDA to sign the initiative to help eradicate human trafficking.



AIRPORTS COUNCIL INTERNATIONAL (ACI) - AIRPORT SERVICE QUALITY (ASQ) RANKINGS



Overall Satisfaction by Reason to Travel



Overall Satisfaction by Traffic Type



Overall Experience by Emotional State



★★★★★
Ease of Travel
4.15



★★★★★
Staff
4.18



★★★★★
Waiting Time
4.10

Passenger Journey



The ACI ASQ Departures survey is a program that assesses passenger experience at an airport.

To yield representative, unbiased sample data, participants are randomly selected and the survey is distributed throughout all hours, days, and months of the year. From 01/01/2022, through 12/12/2022, over 1,400 passengers over the age of 16 participated in the survey at SLC.

The ranking scale is from 1 (poor) to 5 (excellent).

Passenger Emotions



ENVIRONMENT

GREENHOUSE GAS EMISSIONS

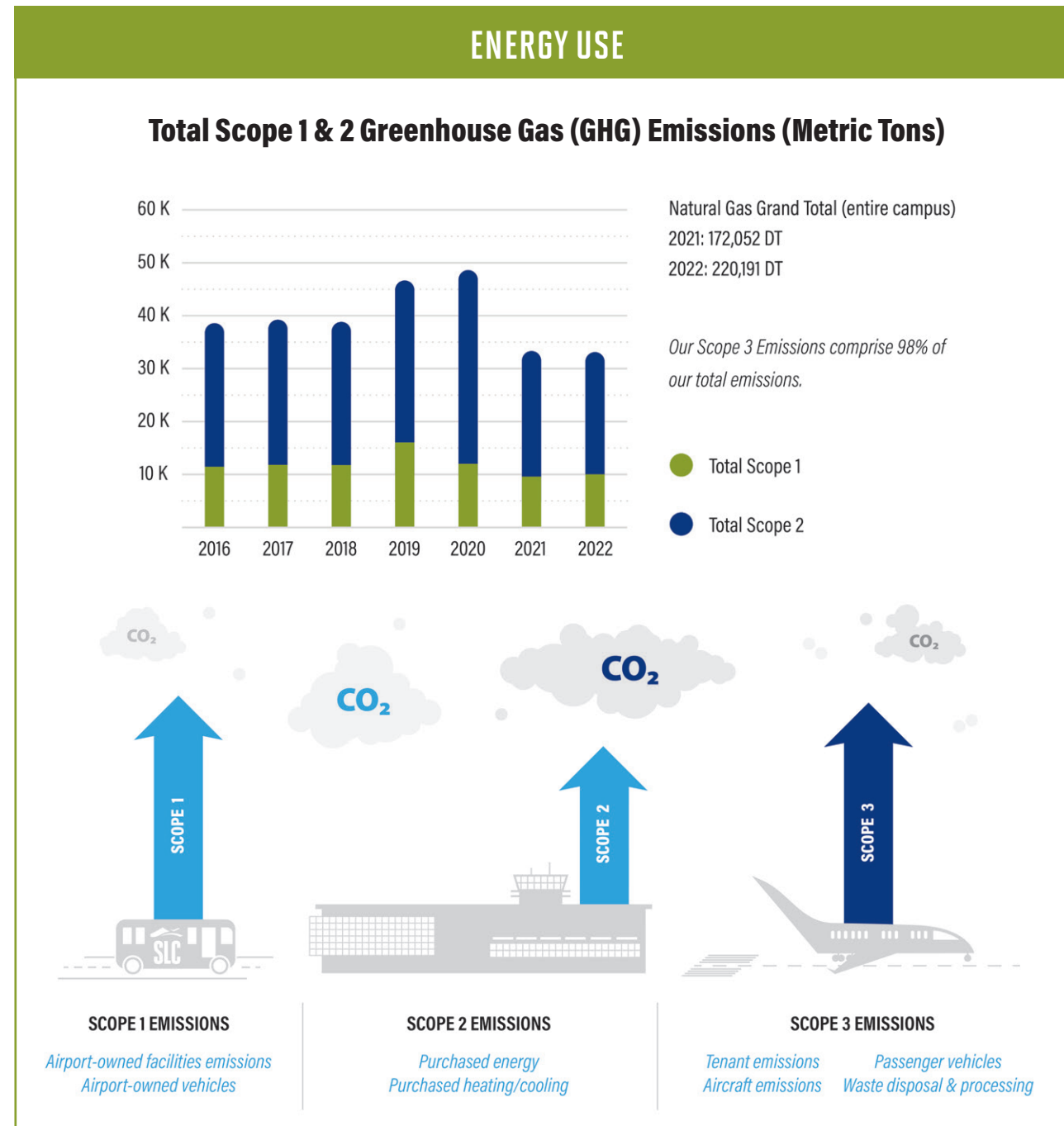
Energy Efficiency

At SLC we prioritize integrating energy efficiency strategies to reduce our carbon footprint. Throughout the design and construction of The New SLC we are implementing measures to decrease our overall energy use, which contributed to earning LEED Gold certification. We have utilized daylighting analysis to understand and quantify the amount of sunlight in our terminal and concourses, helping us create comfortable spaces, reduce lighting loads, and minimize cooling loads. Increasing the natural light in the terminal reduces the amount of time and quantity of lights that need to be turned on, reducing energy consumption. A stepped roof system was also installed to reduce strong southern sunlight throughout the airport buildings.

Our runways are powered by 100% LED lighting and 20% of our taxiways are powered by LED lighting. Thus far, we have seen a 20% reduction in electricity use due to the transition to LED lights. The SkySpark Analytics software is helping us manage and track energy use by providing energy data in real-time. We have already reduced over 1,800 hours of electric heater run time per month as a result of data tracking. Ultimately, use of the SkySpark Analytics program will improve our overall energy management and environmental performance, while also reducing costs.

Energy Usage

SLC receives approximately 7% of total electricity used from on-site and purchased off-site renewable energy sources. The on-site renewable energy is generated by solar arrays installed on the fire station roofs. Fire Station 11 is powered 100% by its solar panels and Fire Station 12 is powered 80% by its solar panels.



PROJECT HIGHLIGHT - SOLAR

For offsite renewables, SLC is collaborating with municipal partners to purchase renewable energy from the 80 MW Elektron Solar Project which is expected to come online in 2024. Once complete, the power generated from this solar project will account for approximately 50% of SLC's total electricity consumption and is projected to provide electricity for the next 25 years. The current cost of renewable energy from Elektron is only 2% more than traditional energy.





GHG REDUCTIONS AT SLC

ELECTRIC GROUND SUPPORT EQUIPMENT



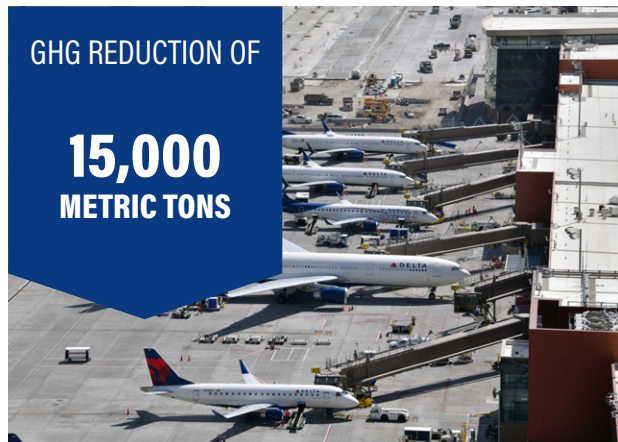
GHG REDUCTION OF
5,000
METRIC TONS

SLC Policy requires all airlines to transition to eGSE – electric belt loaders, baggage tugs, and push-back tractors – by Fall 2023.

- 536** Electric Ground Support Charging Stations
- 339** Electric Ground Support Vehicles



NEW SLC AIRFIELD DESIGN



GHG REDUCTION OF
15,000
METRIC TONS



Taxi time reduced by
1 min



Departure delays reduced by
2 min

Idling & Taxiing Time

A main contributor of GHG emissions and poor air quality are ground based and vehicle emissions. We have significantly reduced the amount of aircraft idling with design of The New SLC. The linear layout is 30% more efficient than the previous pier configuration. As a result, time spent taxiing in an airplane has been reduced by approximately 1 minute, and departure delay times have decreased by approximately 2 minutes. In total, this improvement in efficiency has yielded an annual reduction of 15,000 metric tons of GHG emissions.

In effort to reduce landside emissions, the new parking garage has 3,600 parking stalls available with Park Assist. Park Assist is an innovative technology that uses real-time data from camera-based smart sensors to help customers find parking spaces as quickly and easily as possible. Ultimately, the system improves efficiency, reduces vehicle idling time, and provides for a better user experience. Having on-site rental cars eliminates the need for emissions-producing buses or automated people movers.

Electric Vehicle Charging & Electric Ground Support Equipment

We have focused our efforts on increasing the amount of publicly accessible EV charging stations, as well as increasing use of electric Ground Support Equipment (eGSE). Of the 164 charging stations at SLC, the number of publicly accessible EV charging stations has increased from 90 in 2020 to 123 in 2022.

On the airside, eGSE has increased from 220 in 2020 to 339 in 2022. We have also initiated a policy requiring all airlines to transition to electric belt loaders, baggage tugs, and push back tractors by Fall 2023. Once this policy is in place, we expect to see a reduction of 5,000 metric tons of GHG emissions. We currently have 536 charging stations and intend to increase the number of charging stations to accommodate increases in eGSE as our operations increase and facilities expand.

PARTNERSHIP STORY - DELTA AIR LINES

A key part of our relationship with Delta Air Lines is collaborating on aligning sustainability goals. Recently, Delta has made significant strides in transitioning their GSE to electric and have attained a fleet that is 100% electric at SLC. Both Airport and Delta employees have responded very well to the transition. Many state that vehicles are easier to drive and are more pleasant than being around fumes from traditional GSE. We look forward to continuing to collaborate with Delta and other airlines. Delta Sustainability Manager Chad Bednar commented on why nearing 100% eGSE in an environment like Salt Lake City is so important to Delta's progress.

"The people in Salt Lake City are spearheading our effort to say: 'Yes, we can go to fully electric ground support equipment in a truly four-season environment.' So, they're really proving out the strategy that we'll use as a template as we expand to other airports."

▲ Source: Tugs, tractors, and belt loaders nearly all electric at two Delta hubs | Delta News Hub ▼ Photo: Delta Air Lines



In October 2022, the ACI-NA renewed SLC's Level 3 Airport Carbon Accreditation.

SLC received LEED Gold Certification in 2021 for a portion of The New SLC and is following the LEED Gold Scorecard requirements with the intent of achieving certification for the entire project.





WATER

Water Conservation & Efficiency

In 2020 the Salt Lake City Public Utilities Department (SLCPUD) issued a Water Conservation Plan to provide guidelines and goals associated with water conservation in the area. The Airport’s water conservation and efficiency efforts align with SLCPUD’s goals.

A critical aspect of The New SLC is the addition of low-flow and sensor-based water fixtures. The transition to more efficient water fixtures will reduce consumption by approximately 40% (as compared to standard plumbing fixtures). The Legacy Terminal used approximately 78 million gallons of water annually (terminal only). It is estimated that reductions so far have led to water use of 41 million gallons per year, and ultimate build out will result in 61 million gallons used per year.

The Airport is also focused on reducing water-use in its landscaping and car wash operations.

- **Landscaping:** Most of the paved outdoor area on airport property has drought tolerant landscaping that uses a drip-irrigation system. The newly landscaped areas of The New SLC use the HydroPoint WeatherTrak system which monitors leaks in real time, allowing for maintenance crews to address issues quickly and reduce potential water loss. We plan to integrate this system across airport property to allow us to monitor all landscaped areas remotely.
- **Car Wash:** The Rental Car Quick Turnaround (QTA) carwash recycles and reuses 80% of the water used. The airport carwash uses approximately 2 million gallons of water per year. An additional measure that we are considering is to limit the number of times that one vehicle can be washed during drought conditions.


Stormwater Protection

Recycling deicing fluid is one way the SLC Airport works to preserve resources. The Airport uses four centralized de-ice pads, which are located at the end of our primary runways. After the deicing fluid (a mixture of water and propylene glycol) is sprayed on the aircraft, the fluid collects through a drainage system that transports the fluid to the Airport’s deicing fluid reclamation facility. The goal is to convert the liquid to 98 percent pure propylene glycol, which the Airport then sells for use in a variety of other industries and uses the funds generated from the sale for covering the cost of recycling.

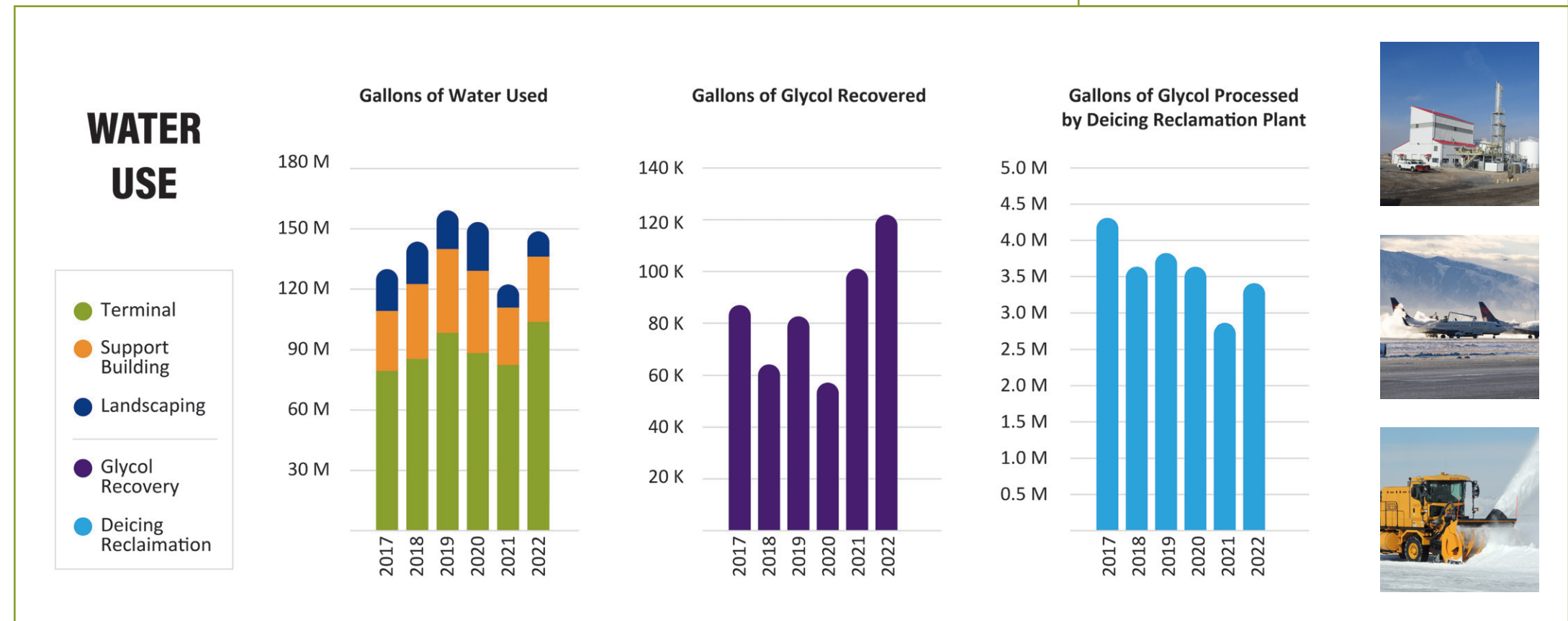
Future Water Reduction Planning

Throughout the design and construction of The New SLC, we have integrated a variety of water efficiency and reduction strategies. Looking ahead, we plan to further collaborate with SLCPUD to design an airport specific water conservation action plan. Many of the efficient, low-flow water fixtures installed in The New SLC buildings will be installed in airport support buildings to facilitate water conservation across our campus. Additional plans include adding signage in restrooms to educate passengers about the need to conserve water and employee training on water use.

WATER REDUCTION



40%
Reduction in water use from standard / legacy terminal water fixtures





WASTE

Solid Waste Management

During the development of our Master Plan we updated our Recycling, Reuse, and Waste Reduction Plan to evaluate ways to improve waste management at the Airport. In 2021 we secured a long-term agreement with our recycling processor. We believe it is critical to encourage our customers to properly dispose of single-use products and, therefore, have installed over 120 recycling locations throughout our terminals and concourses. In an effort to reduce the purchasing of single-use plastics, we have installed 56 water bottle refill stations throughout The New SLC facility. In addition to recycling receptacles, we have multiple liquid collection stations located throughout the terminal and in the pre-security areas of the airport.

Construction Waste Management

Throughout the construction of The New SLC we are tracking the volume of waste generated and diverted from landfill. We are following LEED Gold Standards in effort to receive certification upon completion of all phases of new development. A key criterium for LEED Gold Certification is diverting a significant portion of construction waste from landfill. To date, 90% of construction waste has been diverted from landfill including approximately 474,000 tons of concrete and 31,000 tons of asphalt that have been reused on-site as part of the project, as well as 35,000 tons of material that was taken off-site for recycling.



EARTH DAY

Since 2018 the SLC360 Program has designed multiple employee challenges throughout the year, with four focusing on sustainability:

- 1) Earth Day,
- 2) Composting,
- 3) Grow your own food, and
- 4) Food Literacy.

We plan on advancing the SLC360 Program on an annual basis by offering new challenges weekly. For example, our employees are encouraged to participate in the state-wide Clear the Air Challenge twice a year - which focuses on seeking alternative, low-emissions transportation such as biking, walking, or carpooling to work. We are looking forward to implementing more opportunities for our employees to get involved with sustainability.



WILDLIFE MANAGEMENT

We prioritize maintaining the local biodiversity and reducing our impacts on the ecosystem. Our SLC Wildlife Mitigation Team tracks bird migration patterns, helping minimize the amount of wildlife strikes while providing insights into the local ecosystem. In this vein, we host Bird Strike Committee Conferences which include airport tours led by a USDA biologist and the Airport Wildlife staff.



Our Raptor Banding Program traps, bands, and relocates hawks, barn owls and falcons. This program is part of a broader effort to understand where birds are in the state in order to better protect critical habitat.

WETLANDS

The wetland mitigation area was created in 1995. Additionally, over 1,000-acres of wetland are located within the airport boundaries.

465 ACRES
of Wetland Mitigation
in 2021 and 2022



CLIMATE RISKS & BIODIVERSITY

Climate Risk & Resilience

The Airport recognizes that efforts to address climate resilience and adaptation are necessary, as the effects of climate change are already being experienced. The City issued its Climate Positive 2040 resolution in 2016 (updated in 2019) as a platform to document progress in transitioning to clean, renewable energy across the City. In 2017, the Salt Lake County Health Department issued its Climate Adaptation Plan for Public Health, a framework to prepare for the health impacts of climate change. To support these broader efforts to address climate resilience, the Airport continues to employ emission reduction measures as a means of climate mitigation (see Greenhouse Gas Emissions section). In the near future, the Airport is looking to develop a Net Zero Plan, as well as an Electrification Master Plan.

Because SLC is uniquely located close to three different fault lines, New SLC was designed to be resilient to seismic activity. In 2020, the construction and resilience of New SLC was tested by a 5.7 magnitude earthquake. The facility withstood the impact with no areas of concern. As the Airport continues to expand and develop into the future, seismic resilience will always be integrated into planning and design.





CLOSING STATEMENT

LOOKING AHEAD

We are thrilled to publish our second ESG Report and are grateful for all the input and collaboration from our stakeholders throughout this process. We are proud of our accomplishments thus far, but understand that there is more work to be done. We will continue to seek out new opportunities to strengthen our resilience by reducing our environmental footprint, enhancing our social impact, promoting equitable and transparent governance practices. Although our ESG Reports are published biannually, the reporting process is ongoing and dynamic. We are looking forward to the many exciting changes we have planned in 2023, including completing more phases of the New SLC. Looking ahead we strive to prioritize the triple bottom line – people, planet, and prosperity.

If you want to learn more about our past sustainability work and our goals check out our Sustainability page on the SLC website.

<https://slcairport.com/sustainability/>



DATA ANALYTICS TABLES

Employee Metrics	2017	2018	2019	2020	2021	2022
Number of People Employed by the Airport (including tenants)	-	-	-	-	15,426	14,271
Number of Countries Represented by Employees	-	-	-	-	123	145
Number of Full Time Employees	516	461	484	490	518	519
Number of Part Time Employees	3	2	5	1	3	7
Total Work Hours Performed	934,105	950,408	864,238	867,692	886,000	919,000
Average Hours of Training per Employee	11	21	20	22	22	22
Total Number of Worker's Comp Days Away from Work	1	4	2	1	2	8
Lost Time Injury Rate (%)	1.90%	3.00%	2.31%	3.00%	2.70%	3.70%
Number of Unionized Employees	279	235	249	249	260	259

Employee Demographics	2017	2018	2019	2020	2021	2022
Overall Workforce						
Men (%)	84%	84%	83%	83%	83%	82%
Women (%)	16%	16%	17%	17%	17%	18%
White (%)	88%	89%	89%	87%	85%	86%
Persons of Color (%)	12%	11%	11%	13%	15%	16%
Senior Management						
Men (%)	89%	87%	89%	90%	89%	80%
Women (%)	11%	13%	11%	10%	11%	20%
White (%)	100%	100%	89%	90%	89%	90%
Persons of Color (%)	0	0	11%	10%	11%	10%
New Hires						
Men (%)	80%	76%	79%	68%	81%	70%
Women (%)	20%	24%	21%	14%	19%	30%
White (%)	85%	85%	78%	83%	72%	74%
Persons of Color (%)	15%	15%	22%	17%	28%	26%
Airport Police (post split)						
Men (%)	N/A	82%	84%	85%	85%	85%
Women (%)	N/A	18%	16%	15%	15%	15%
White (%)	N/A	75%	74%	74%	74%	75%
Persons of Color (%)	N/A	25%	26%	26%	26%	25%
Airport Fire, HR, and Attorneys						
Men (%)	93%	98%	96%	96%	94%	96%
Women (%)	7%	2%	4%	4%	6%	4%
White (%)	91%	89%	87%	83%	85%	84%
Persons of Color (%)	9%	11%	13%	17%	15%	16%
Health and Wellness						
Participation in Health and Wellness Program	-	-	39.60%	40.00%	45.80%	38.80%

Economic Performance	2017	2018	2019	2020	2021	2022
Totals						
Total Operations	12,099,086	12,776,496	13,394,243	6,285,452	11,181,940	12,870,771
Total Enplanements	327,292	337,276	344,715	276,730	342,519	322,011
Revenue (\$) in thousands - Fiscal Year						
Total Operating and Non-Operating Revenue	166,975	265,309	299,848	266,425	305,859	398,667
Total Terminal Concessions	18,120	19,193	20,454	16,681	12,677	22,757
General Aviation	2,334	2,661	2,990	3,009	3,579	3,491
Leases	6,927	7,539	8,084	8,746	8,140	10,525
Total Landside Concessions	64,408	68,081	72,457	58,691	50,802	90,597

Environmental	2017	2018	2019	2020	2021	2022
Whole Campus						
Natural Gas Total (Entire Campus) (DT)	197,884	249,281	403,587	221,914	172,052	220,191
Electricity Total (Entire Campus) (kWh)	79,333,182	80,260,814	83,483,281	86,528,199	95,753,761	97,617,024
On-Site Renewable Energy Generation (kWh)				188,940	279,960	282,200
Off-Site Renewable Energy Purchased (kWh)	2,054,400	2,054,400	2,054,400	2,054,400	1,872,647	962,111
Total Scope 1 and 2 GHG Emissions (MT)	39,179	38,710	46,441	48,471	33,217	33,065
Total GHG Emissions (Scopes 1, 2, 3) (MT)	81,315	85,275	95,858	89,202	2,077,234	2,221,381
Electric Vehicles (EV) and Ground Support Equipment (GSE)						
Publicly Accessible Electric Vehicle Charging Stations	-	24	24	90	164	164
Airside eGSE (Tenant Owned)	-	-	200	220	220	339
eGSE Charging Stations	-	-	-	-	-	536
Water Use						
Terminal Use (Gallons)	79,548,598	85,351,985	98,098,791	88,326,240	65,377,501	103,843,083
Support Building (Gallons)	29,414,901	38,756,574	42,543,961	40,790,528	33,751,358	32,000,000
Landscaping (Gallons)	20,995,575	19,440,375	18,468,656	23,720,729	10,604,385	12,500,000
Glycol Recovered (Gallons)	86,896	63,793	83,000	57,412	101,355	122,629
Reclaimed Deicing Fluid (Gallons)	4,305,117	3,616,621	3,809,846	3,633,044	2,836,767	3,382,468
Waste						
Total Generated Waste (tons)	3,287	3,465	3,675	3,779	3,116.56	4,282.63
Wetland						
Acres of Wetland Mitigation	465	465	465	465	465	465

Disadvantaged Business Enterprise (DBE)	2017	2018	2019	2020	2021	2022
DBE Spending on Construction %	6%	9.84%	9.84%	10.85%	10.50%	10.80%

DBE - 2021 & 2022 Combined	Value	Trades	%
Total Local Contractors (Wasatch Front)	\$357 M	27	80.20%
Total Out of State Contractors	\$88 M	8	19.80%
Total Union Contractors	\$230M	14	51.60%
Total Merit Shop Contractors	\$215	21	48.40%





INTERNATIONAL