**SALT LAKE CITY DEPARTMENT OF AIRPORTS**

**MINUTES OF ADVISORY BOARD MEETING**

May 16, 2018

Members Present: Larry Pinnock, Chair

 Wade Bitner

 Roger Boyer

Theresa Foxley

Cyndy Miller

Jim Riding

Excused: J.T. Martin

 Karen Mayne

Steve Price

Mayor’s Office: Mayor Biskupski

 Patrick Leary

Department of Airports: Bill Wyatt, Executive Director

 Mark Bretzing, Police Lieutenant

 John Buckner, Director of Commercial & administration

 LuJean Christensen, Administrative Assistant

 Ed Clayson, Director of Maintenance

 Pete Higgins, Director of Operations

 Marco Kunz, Attorney

 Allen McCandless, Director of Planning

 Joel Nelson, Property & Real Estate Manager

 Kevin Robins, Director of Engineering

 Ryan Tesch, Director of Finance

 Mike Williams, TRP Program Director

Larry Pinnock called the meeting to order at 8:12 am. Pinnock acknowledged the passing of Sam Granato, who was a trusted friend and colleague, stating that he would be greatly missed. Mayor Biskupski remarked that for Granato it was about helping local business be successful and making sure that government was run well for the people who lived in the communities. He was a strong partner and ally to Salt Lake City and loved serving on the Community Council. He will be missed as a friend and colleague.

AGENDA

1. **Minutes**

The motion was made by Theresa Foxley and seconded by Wade Bitner to approve the minutes of April 18, 2018 as presented. All votes were affirmative; motion passed.

AGENDA

1. **Director’s Report**

Bill Wyatt, Executive Director, updated the Airport Advisory Board regarding current events.

* Wyatt informed the Board regarding ongoing meetings being held in San Francisco with the ARP architects of HOK. Wyatt stated that the staff has reached the point of relentless decision making about everything you could imagine from the type of furniture to the fabric used, to the type of electrical outlets. Those types of decisions have to be made. It is a fascinating experience and process with a great team of individuals.
* Wyatt stated that Mayor Biskupski had the opportunity to look over some of the art for the ARP Whimsy Walls. Much of the art installations will be created by local folks.
* Wyatt informed the Board that a signed lease extension from Delta Air Lines should be received today. The lease extension is a 10 year multi-hundred million dollar commitment on Delta Air Lines part to extend their lease from 2024 to 2034. This is a commitment and statement from Delta Air Lines about the Airport and SLC Corporations ability to manage this airport.
1. **Airport Redevelopment Program Update**

Mike Williams, Airport Redevelopment Program (ARP) Director, presented an update on the ARP (presentation on file). Main points included were:

* CGMP #4 – Landside and Airside enabling status
* CGMP #5 – Terminal/South Concourse West/Gateway status
* CGMP #6 – Roadways/Parking Garage/Central Utility Plant status
* CGMP #7 – Baggage Handling System status
* CGMP #9 – Apron Paving – Taxilane 20/21
* CGMP #9A – SCW Apron Paving and Hydrant Fueling status
* CGMP #15 – NCP Phase 1 enabling
* CGMP #16 – NCP Phase 1
* Project statistics
* Near term schedule
* Overall Airport Redevelopment Program budget
* Job progress photos

Discussion ensued regarding scope changes and the input given by the airlines regarding scope changes on the ARP. James Rogers asked the question on who pays for the changes of scope. Wyatt answered that in general if it is a benefit to the airport it is just a part of the program. If it is a specific benefit to a specific airline then that airline will pay. Wyatt gave an example of the “Sky Club”, the Airport committed to build the infrastructure for the space but the internal furnishings will be paid for by Delta Air Lines. Wyatt stated that the issue isn’t really about who pays, because in the end the airlines are paying for most of it, but how it is paid. It may come out of the bond proceeds, cash, or the Airlines write a check directly for it.

Pinnock asked if the cost of materials were still increasing or if the costs were starting to level off. Williams stated that the costs were leveling off.

1. **Transportation Security Administration (TSA) Update**

Mark Lewis, Federal Security Director, TSA, presented a brief overview of the TSA procedures and checkpoint anomalies. Lewis displayed a sample of prohibited items collected in April. Knives, martial arts weapons, Leatherman, novelty hand grenades, credit card knives, sporting equipment, aerosol cans and a variety of other items were on display.

Lewis stated that the TSA has struggled over the past year with meeting the hiring and staffing needs. Utah’s strong job market had a huge impact on the ability to hire, so the TSA got creative and innovative in regards to hiring. After working with headquarters, Salt Lake City went from a 20% part time work force to a 10%. Currently the TSA is fully staffed and attrition has dropped because of the adjustments. The TSA currently has 610 employees statewide.

Lewis stated that the TSA is feeling the impact at the checkpoints of SLC being the 2nd fastest growing airport in the country. Two years ago the TSA would get concerned if passenger loads were at 18,000 and today the loads would need to be around 24,000 to raise concerns. Lewis stated that the TSA is excited with the configuration of the new terminal as to it will provide effective proficiencies.

Lewis informed the Board that currently four canine teams are assigned to Salt Lake City. The canine teams are a great tool and everyone likes to see the dogs out because screening goes faster. Lewis stated that he looks at the canine teams as an enhanced screening capability.

Pinnock asked what the canines are trained to find and how many firearms are being confiscated on an annual basis. Lewis answered that the canines are trained to detect a variety of explosives. Lewis informed the Board that the TSA has seen 21 firearms presented at the checkpoint so far this year. Over the last two years there has been a declined in firearms presented. The penalty from the TSA is a civil fine that can be up to $7,500 for the first offense.

Biskupski stated that she has heard from a couple of individuals that feel like they are on a list that requires them to go through a more extensive search as they come through security and wondered if these lists exist. Lewis answered that there are people who are on lists for specific security reasons.

Boyer asked if there was a way to expedite individuals through the TSA Pre√ process and make the interview scheduling easier and timely. Also, if no one is in the TSA Pre√ line and screening is backed up could individuals be directed to that line to further expedite bodies through the process. Lewis answered that the process and settings are different in the TSA Pre√ lanes so switching them back and forth is not that easy. Regarding the interview scheduling, if when trying to schedule an interview time and the date of the interview is scheduled far out, the request was probably made during a peak volume period. The TSA averages 50 enrollments per day in Salt Lake City.

Rogers asked what the goal is for wait time to go through the checkpoint now verses in the new facility. Lewis responded that the answer is “as good as it can be”. Currently the TSA is changing the scheduling to have it more standardized across the day. Lewis stated that the average is below 10 minutes but if a passenger is going through screening during a peak period it will be longer than that. Rogers responded that going into a new facility people want to see that it is faster and more streamlined than it is currently. Lewis answered that currently the TSA loses a lot of efficiency because of having to staff the two checkpoints. It will be more efficient and streamlined in the new facility with just one checkpoint to staff. Wyatt responded that he would like to see a consistent 10 minute or less wait time in the new facility.

1. **South Valley Regional Airport, Public Hearing Regarding Land Sale for New Bingham Highway and 7800 South Street**

Allen McCandless, Director of Planning, introduced this item, which is a Public Hearing opportunity, regarding land sale on 7800 South located at the South Valley Regional Airport covering the following points:

* West Jordan City (“WJC”) is finalizing a road improvement project along 7800 South. Part of the project is to widen the road and re-route New Bingham Highway. This work will require that SLCDA conveys two parcels to WJC (0.093 + 1.685 = 2.588 acres). WJC will be conveying one parcel to SLCDA (3.441 acres). SLCDA supports this project. Please also refer to the attached map.
* Salt Lake City Code requires that any SLCDA property conveyance is approved by the City Council. One requirement of this process is to give the general public an opportunity to comment on the conveyance. The venue for the public comments is the May 16, 2018 Airport Advisory Board Meeting.
* Any public comments will be recorded in the minutes of today’s meeting.
* Attached is the Notice of Public Hearing and a map identifying the location of the affected parcels. Also attached is a Request for Release from Federal Obligations (without attachments) that was filed with the FAA. (This FAA document will provide a few more details of the transaction.)
* The Denver Airports District Office of the FAA supports the project and has placed a notice in the Federal Register dated April 5, 2018

Pinnock opened the meeting for public comment for this transfer and stated that the comments will be recorded. Additionally the item has been placed on the April 5, 2018 Federal Register for public comment at the Denver Airports District Office of the FAA. Pinnock asked if there was anybody attending today that would like to make a public comment on this land transfer and would they like to make a comment at this time. If not, we close this meeting for public comments. Meeting was closed.

Theresa Foxley stated that the agenda packet included a media story regarding Wingpointe Golf Course and legislation that was sponsored by Rep. Chris Stewart that proposes to remove the rule that required the FAA to demand fair market value. Foxley requested additional background. Mayor Biskupski replied that she appreciated what Congressman Stewart was trying to do but the original meetings on this issue were two years ago. Since that time the course has dried up and so as the legislation moves through the process the City will be meeting to dialogue on what has to happen and on the massive investment required. Rogers stated that this would have to work without city funds as the City Council has been specific about not putting any more money into Wingpointe. The Mayor agreed with Rogers and the investment would have to be from a private entity.

Jim Riding stated that from what his understanding the FAA is dropping the requirement to charge certain amounts for leasing areas. Wyatt responded that it is not the FAA but the purpose of the amendment to the reauthorization of the FAA organic statute. Essentially the FAA requires that airport property be used for airport purposes or if not that fair market value be paid. Which in this case the fair market value would be one million per year. What the congressmen was trying to do was to insert a provision in the reauthorization that will eliminate that requirement. But the green would still need to be rebuilt along with the irrigation system. Another issue that would have to be addressed is the considerable wildlife issues. Riding stated that if that requirement is dropped could it affect the lease that expires in 2025 for the current location of the soccer field at South Valley Regional Airport. Could that lease be reinstituted for another period of time without that requirement in there? Wyatt answered that the legislation has not gone through the full congress. That topic would be for a future discussion.

Pinnock commented that the estimates to get Wingpointe back in full operations would be $5 to $6 million dollars.

Larry Pinnock adjourned the meeting at 9:16 a.m.

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Larry Pinnock, Chair Date

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Jacqueline M. Biskupski, Mayor Date