



Salt Lake City  
Department of Airports

**June 2020  
Media Clippings**

**Advisory Board Meeting**

**Compiled by Communication & Marketing Dept.**

<b>SLCDA Airport Advisory Board June 2020</b>		
<b>Date</b>	<b>Media Outlet</b>	<b>Subject</b>
5/14/2020	KUTV	Travel restrictions stay at SLC Airport
5/14/2020	Floor Focus	Airport design
5/15/2020	The Deseret News, KSL TV	Former SLCDA Operations director
5/18/2020	Medium.com	SLC Airport responds to earthquake
5/21/2020	The Salt Lake Tribune	The New SLC may finish 2 years early
5/21/2020	KSL TV	The New SLC may finish 2 years early
5/21/2020	KSL Radio	The New SLC may finish 2 years early
5/21/2020	The Points Guy	The New SLC phase 2
5/22/2020	Fox 13	The New SLC may finish 2 years early
5/25/2020	The Deseret News	The New SLC may finish 2 years early
5/26/2020	ABC4	The New SLC may finish 2 years early
5/26/2020	KSL Radio	Passenger shares flying experience
5/27/2020	Aviation Pros	The New SLC may finish 2 years early
5/28/2020	KUTV	Suspended service
5/29/2020	Aviation News Today	The New SLC may finish 2 years early
6/3/2020	Engineering News-Record	Effects of COVID-19 on airports
6/4/2020	Elliott Advocacy	Car rental fee
6/8/2020	ABC4	The New SLC Baggage Handling System
6/8/2020	Business Wire	Sterling awarded New SLC contracts
6/8/2020	One News Page	Sterling awarded New SLC contracts
6/9/2020	World Construction Report	Sterling awarded New SLC contracts
6/9/2020	Highways Today	Sterling awarded New SLC contracts
6/9/2020	International Airport Review	Sterling awarded New SLC contracts
6/9/2020	The Architect's Newspaper	COVID-19 effect on airport projects
6/9/2020	Travel Weekly	The New SLC may finish 2 years early
6/10/2020	KUTV	TRAX to be relocated for New SLC

## **The New SLC**

📍 US | [Change To UK](#)

NEWS  
CARDS  
POINTS & MILES  
REVIEWS  
TRAVEL  
CORONAVIRUS



Subscribe

[Advertiser Disclosure](#)



NEWS Delta speeds up LAX, Salt Lake City renovation projects during pandemic



[Edward Russell](#)

3h ago *May 21, 2020*

1

This post contains references to products from one or more of our advertisers. We may receive compensation when you click on links to those products. Terms apply to the offers listed on this page. For an explanation of our Advertising Policy, visit [this page](#).

[Delta Air Lines](#) is not sitting on its laurels waiting for travelers to fly again as the coronavirus pandemic wanes. Instead, the airline has [streamlined its fleet](#) and is working with airports in Los Angeles, New York and Salt Lake City to open major terminal projects ahead of schedule.

Works at [Los Angeles \(LAX\)](#) and [Salt Lake City \(SLC\)](#) airports could open as much as two years early thanks to the [expected long-term drop](#) in passenger numbers, Delta president Glen Hauenstein told staff in a May 20 virtual town hall that was viewed by TPG. The airline is also working on “innovative solutions” to accelerate the redevelopment of Terminals C and D at [New York LaGuardia \(LGA\)](#).

Completing any of the three projects early would benefit both flyers and the airline. Customers can look forward to refreshed, expanded spaces like in the [new concourse Delta opened](#) at LaGuardia in October. At the same time, shorter construction schedules will save the carrier millions of dollars at [a time when every cent counts](#).

“With the drop in demand, we see an opportunity to lower the overall [airport] construction costs and deliver it sooner than planned,” Delta chief financial officer Paul Jacobson told investors at a Wolfe Research Conference on May 19.

[Get Coronavirus travel updates. Stay on top of industry impacts, flight cancellations, and more.](#)



*A rendering of Delta's renovated Terminals 2 and 3 at LAX. (Image courtesy of Delta Air Lines)*

## LOS ANGELES

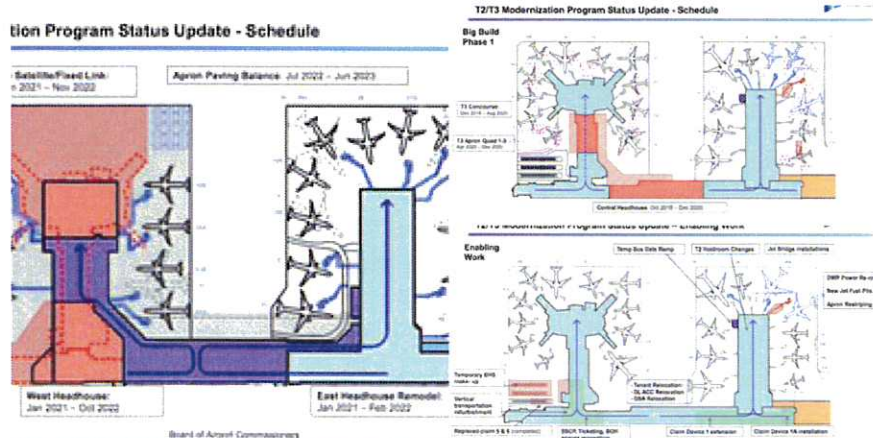
Delta is in the midst of a \$1.9 billion [rebuild of Terminals 2 and 3](#) at LAX. The project will create a single unified terminal, dubbed the “Sky Way,” with two concourses connected inside security as well as to the adjacent Tom Bradley International Terminal.

Delta aims to finish the project by late 2022 or early 2023 thanks to the drop in travel, said Hauenstein. The original project timeline called for work to be complete by 2024.



**Edward Russell**  
@e\_russell

Here is the phasing of Delta's #LAX T2/3 work. Save for the TBIT connector, all work substantially complete (except apron paving) by the end of 2022: [bit.ly/2GYqPPz](https://bit.ly/2GYqPPz)



3 6:03 AM - Apr 14, 2018

[See Edward Russell's other Tweets](#)

Heath Montgomery, a spokesperson for LAX operator Los Angeles World Airports, told TPG that they are in discussions with Delta on accelerating the Terminals 2 and 3 work but that there is no agreement yet.

Aside from Delta's work, a major overhaul of many of the passenger facilities at LAX is underway. American Airlines is [upgrading Terminals 4 and 5](#), Southwest Airlines is connecting Terminals 1 and 2, and the airport itself is putting the finishing touches on a [new Midfield Satellite Concourse](#). A [new automated people mover](#) that will connect the terminals with the Los Angeles Metro light rail is also under construction.

**Related:** [Delta sending Airbus A350s to Los Angeles, will close Cincinnati pilot base](#)



**airportarchitecture**  
Salt Lake City International Airport (SLC)

[View Profile](#)



[View More on Instagram](#)

75 likes

airportarchitecture

Salt Lake City International terminal construction aerial (opening ~2020), by HOK.

📷 @slcairport. #airportarchitecture

[view all comments](#)

[Add a comment...](#)

## SALT LAKE CITY

Salt Lake City is rebuilding its [complex of multiple terminals and concourses](#) that dates to 1960. The new facility, dubbed “The New SLC,” will consolidate airlines into a single terminal with two

concourses, similar to the layout of Delta's [McNamara Terminal in Detroit](#) (DTW).

The first phase of the work is due to open this fall with the second phase scheduled to come online by 2024. Based on Hauenstein's comments, the second phase of work could wrap as early as 2022.

Nancy Volmer, a spokesperson for the Salt Lake City airport, told TPG that the airport has accelerated work on phase two. The airport can proceed with demolition of two concourses unneeded amid the COVID-19 drop in air traffic and begin construction of the new facility early.

Salt Lake City was Delta's fourth-largest hub by passenger numbers in 2019, according to U.S. Bureau of Transportation Statistics data via Cirium. Delta considers it one of its four "core" hubs that also include Atlanta, Detroit and Minneapolis/St. Paul (MSP).

**Related:** [What to expect when flying into the US during the coronavirus pandemic](#)



*The first new concourse of Delta's \$3.9 billion LaGuardia rebuild opened in October. (Photo by Zach Wichter/The Points Guy)*



This website requires certain cookies to work and uses other cookies to help you have the best experience. By visiting this website, certain cookies have already been set, which you may delete and block. By closing this message or continuing to use our site, you agree to the use of cookies. Visit our updated [privacy and cookie policy to learn more.](#)



# ENR

Engineering News-Record

## Airports Ponder Short and Long-Term Implications of COVID-19



Airports with major capital work already underway, like Salt Lake City airport, are using reduced traffic to speed up construction.

*PHOTO COURTESY OF SLC*

June 3, 2020

Aileen Cho and Jim Parsons

The design team for Pittsburgh International Airport's planned 650,000-sq-ft new terminal had nearly reached the 60% design mark in March, and the owner was preparing to release preparatory enabling contracts.

Then came COVID-19.

With passengers and revenue plummeting, airport officials pressed pause on the design and set up four workshops over the next several weeks, recruiting public health experts from the local community of research and university entities, says airport spokeswoman Alyson Walls. "We decided to take the opportunity to really look at our design and everything that was happening in terms of new health standards, new realities of air travel and what that may look like in the future."

The design team of Gensler, HDR and Luis Vidal + Architects tapped HDR's health care team to inform the shaping of a post-pandemic terminal. "We're looking at how to take our biocontainment expertise in hospitals and research laboratories, including lessons learned, and apply it to potentially help the environment within an airport to minimize the transmission of disease pathogens," says Chris Bormann, HDR's East region health director.

**"Now is the time to double down on empathy and how we work with our partners and clients to deliver projects."**

– Ryan Fetters, Gensler

Two of the workshops took place in April and May. "It's a little early to come up with takeaways, but the purpose is to identify priorities," says Walls. "What are some of the short-term things we can do to make changes? Everyone is looking at hold rooms, gate area layouts, the security checkpoint, ticket counters—common areas where people congregate. What can we look at beyond stickers on the floor and masks? That's probably not going to be enough for the future."

Participants are assessing technologies that better control the flow of passengers through a terminal, such as a digital queue that would involve assigned times to go through security, biometrics, thermal scanning and potential separation of incoming passengers from outbound passengers at the gates. Elements such as UV lights, natural light, oxygen flow and cross ventilation, and touchless technologies are all in play, says Luis Vidal, the architect on the team.

Pittsburgh airport's situation, where it has the opportunity to design one of the first post-pandemic terminals, is not common, says Bill Peduzzi, HDR aviation director. "The majority of our clients are either in a static position where they have a facility to maintain or they have a limited ability to change it at the moment."

Airport officials across the country are expediting current construction, pondering the fate of some planned projects and examining the implications in the short, medium and long term.

Ryan Fetters, principal with Gensler, says several airports across the globe, including San Francisco International Airport, have participated in workshops to address these implications.

“SFO’s impression is this is like the day after 9/11, only it’s been ongoing for over two months now,” he says. “This is a paradigm shift for the industry. Right now, social distancing is straightforward since not many people are in the buildings, but what happens in the medium term when people start to fly again?” He adds: “Now is the time to double down on empathy and how we work with our partners and clients to deliver these projects.”

## Early Arrivals

Sharp decreases in passenger traffic have allowed the Metropolitan Washington Airports Authority to accelerate work on several construction projects, led by the \$658.7-million Project Journey at Reagan National Airport, set for completion in 2021. Steel assembly is complete on both the new 14-gate, 225,000-sq-ft concourse and two new 50,000-sq-ft security checkpoint buildings. Utility work is progressing while glass and metal panels are being hung on the exterior.

Roger Natsuhara, MWAA’s senior vice president for engineering, says that recent months have seen a faster pace of construction, with overnight work shifted to daylight hours. “As we became aware of supply-chain issues in other sectors, we kept a close watch on material orders to ensure that deliveries continued without significant interruption,” Natsuhara adds.

Reduced aircraft activity has enabled MWAA to expedite installation of new hydrant fueling pits at Dulles International Airport, and runway and taxiway repairs at both airports.

Looking ahead, Natsuhara says that MWAA is examining its full slate of approved projects to prioritize those that should go forward and identify others for deferral in order to preserve capital.

“Repair and maintenance projects may move forward because of the availability of the facilities, while improvement and expansion projects may be delayed because of the delayed need for the project,” Natsuhara says. “We work closely with the multiple stakeholders including our finance team in determining when a project should proceed.”

Similar examples abound at airports with major modernization programs, such as Salt Lake City International Airport. Its \$4.1-billion program will now finish two years early with an estimated cost savings of \$300 million.

But what are the implications for contracts and future construction? “For the better part of April, the focus for most of our members has been to review what’s necessary for a financial sustainable trajectory,” says Chris Oswald, senior vice president for safety and regulatory affairs with Airports Council International-North America. “In the next six to 18 months, all your sources of revenue for operations and maintenance have been gutted,” he says, and that affects what airports can take on in terms of new debt burdens for capital programs.

ACI-NA, with the Associated General Contractors of America and the Airport Consultants Council, is hosting a series of webinars in lieu of their annual construction summit, examining implications for construction contracts now and later.

“Obviously we’re all dealing with trying to keep projects going,” says Frank Giunta, partner and president with HKA, Americas region, who moderated the first webinar. “We also got into discussing concerns—is this force majeure? What did the contract say? Is the guaranteed maximum price invalidated due to a once-in-lifetime condition?”

Sources agree that it’s too early to fully address the long term, considering the uncertainties around the duration of the virus. “Right now the focus is on communication and coordination, and then contract issues,” says Giunta.

While most contracts allow some relief for construction delays caused by certain enumerated or extraordinary events, the clauses may differ about whether contractors are compensated monetarily, notes Jim Newland, partner at Seyfarth Shaw LLP and another webinar moderator. On public projects, some states preclude the use of “no damages for delay” clauses that prevent contractors from recouping associated costs. But when they are enforceable, “generally speaking, owners may owe the contractor an extension of time, but no money,” Newland adds.

The need for better communication while social distancing aligns with the airport world’s trend toward design-build and construction manager-general contractor delivery approaches, says Oswald. “A major takeaway is the need and reality of cooperation among parties.”

*By Aileen Cho, with Jim Parson*

Recent Articles By Aileen Cho

**Tests Aim to 'Rejuvenate' Recycled Asphalt Pavements**

**With Less Driving, Where Will Funds For Road Construction Come From?**



Aileen Cho, ENR's senior transportation editor, is a native of Los Angeles and recovering New Yorker. She studied English and theater at Occidental College, where a reporter teaching the one existing journalism course encouraged her to apply for the LA Times Minority Editing Training Program. Her journalism training led to her first stories about transportation, working as a cub reporter with the Greenwich Time. Her work has appeared in the Los Angeles Times and New York Times. Many of her experiences with engineers and contractors have inspired material for her alternative theater productions way, way off Broadway. For ENR, Aileen has traveled the world, clambering over bridges in China, touring an airport in Abu Dhabi and descending into dark subway tunnels in New York City. She is a regular at transportation conferences, where she finds that airport and mass transit engineers really know how to have fun. Aileen is always eager to hop on another flight because there are so many interesting

## AVIATION

# Airport projects affected by slowdown, for better and worse

By Robert Silk  | Jun 09, 2020



A dramatic drop in traffic will allow Salt Lake City Airport to speed construction of its new terminal.

The plunge in commercial flying caused by Covid-19 is enabling some U.S. airports to speed up renovation and development projects, while for others, the dwindling revenue and altered demand forecasts are causing reconsideration of projects that aren't already under construction.

"We are certainly getting the inkling that those future projects where groundbreaking hasn't taken shape are going to slow down," said Chris Oswald, senior vice president of technical and regulatory affairs for the trade group Airports Council International-North America. "A model to look at is, has ground been broken, and is there significant structure that is arising?"

One airport poised to take particularly strong advantage of the situation is Salt Lake City. The facility is in the midst of a \$4.1 billion project in which its three 1960s-era terminals will be replaced by a single terminal. That terminal is slated to open Sept. 15, unaffected by the Covid-19 crisis, along with approximately half of the project's 79 gates.

The remainder of the gates had been scheduled to open in mid-2027, said airport director Bill Wyatt. But that was when traffic numbers were expected to make it necessary to continue using gates in the existing concourses B and C during construction.

"To do that meant a very elaborate process," Wyatt said. "You take a gate down. You add a gate."

Instead, Salt Lake City can now tear down those 26 gates in concourses B and C before building the new ones, accelerating the construction process while also allowing for the demolition of those two concourses to be done in conjunction with, rather than separate from, the demolition of the three old airport terminals and its old parking garage.

Reshaping the project will save the airport an estimated \$300 million and move the estimated opening up to December 2024, Wyatt said.

The current lack of airport traffic is also causing Delta to look into ramping up its \$4 billion rebuild and consolidation of New York LaGuardia terminals C and D, slated for completion in 2026.

The airline is examining financing vehicles that would facilitate faster construction, CFO Paul Jacobson said during a recent presentation, even as it slashes other capital expenditures.

Jacobson added that Delta is undertaking a similar review for its \$1.9 billion renovation of terminals 2 and 3 at LAX.

Conversely, the Covid-19 crisis could spell the death of planned commuter train projects for LaGuardia and Newark Liberty Airport. In a May 13 letter to members of the local congressional delegation, the Port Authority of New York and New Jersey, which oversees the metroplex airports, said that if it doesn't receive \$3 billion in federal aid, drastic cuts to infrastructure projects across the region are likely. In a separate statement, the Port Authority said that the two AirTrain projects are among those on the chopping block.

Other large airport operators are reconsidering projects that aren't yet under construction. For example, Miami Airport has paused planning, design or procurement for 28 capital projects until the end of its fiscal year on Sept. 30 due to budget and traffic-

growth uncertainty. The biggest of those is the new Concourse F project, budgeted for \$470 million, airport documents show.

Meanwhile, at Dallas-Fort Worth (DFW), the timeline is now uncertain for a planned \$3.5 billion project that is to include a sixth terminal, called Terminal F, as well as upgrades to Terminal C.

“I am very confident that we are going to build the sixth terminal,” said airport CEO Sean Donohue. “These terminals are 50-year decisions. There is going to be a recovery. The future for DFW looks strong. But we are in a period of incredible uncertainty, and it is just not prudent to plow ahead with the design of Terminal F right now.”

DFW is planning the project in coordination with its hub airline, American, Donohue said. The length of the delay beyond the planned 2026 completion timeline will be determined by how quickly American resumes its previously slated DFW buildup. Donohue doesn't expect a new schedule until next year.

But like at other airports, the Covid-19 story for DFW's construction program isn't all bleak. The airport is using the traffic plunge to expedite reconstruction of one of its seven runways. Construction began six months ahead of the original schedule and will be completed in about eight months rather than the anticipated 10, saving millions, Donohue said.

DFW has also just reached agreement with American on a \$200 million-plus, two-year teardown and replacement of four gates in Terminal C. Construction will be eased because that gate capacity isn't needed for now.

“These decisions we've made to keep projects moving, we're going to create 4,000 construction jobs by the end of this year with these projects, and that's important,” Donohue said.

EXPECT MAJOR DELAYS

## Some airport construction projects grounded by fears of post-coronavirus downturn

By MATT HICKMAN • June 9, 2020



Problem-plagued and a very long time coming, Berlin's new airport is due to open this fall. (It's pictured here in 2010). Other airports, however, are pushing back major construction projects until the impact of the COVID-19 crisis on air travel is more clear. (Michael F. Mehnert/[Wikimedia Commons](#))

At a handful of major [airports](#) across the globe, major [construction](#) projects geared to meet increased passenger demand are being halted due to worries that after the [coronavirus](#) crisis ends, travelers will be slow to regain their lust for spending long stretches of time confined to tightly sealed metal tubes pumped full of re-circulated air. At other airports, however, work on new runways, terminals, and renovations continue apace.

As reported by the [Wall Street Journal](#), some forecasts anticipate that air travel won't return to pre-coronavirus levels until 2023—of course, there are numerous variables, including the creation of a vaccine, that could easily influence crystal ball gazing of



industry analysts. Whatever the case, ambiguity about when demand will return has resulted in trepidation when it comes to proceeding with billion-dollar airport overhauls; the options are pause work indefinitely or dramatically scale back plans (San Francisco International Airport, San Diego International Airport, Orlando International Airport, Auckland Airport in [freshly COVID-free](#) New Zealand) or, alternately, continue to move ahead as planned (Hong Kong International Airport, Chicago O' Hare, Frankfurt Airport in Germany, and Western Sydney Airport, which will be the second airport for Australia's most populous city when it opens in 2026 provided that the current construction timetable keeps).



“We are convinced that we will again see long-term growth in air traffic,” Stefan Schulte, executive board chairman of Frankfurt Airport operator Fraport AG, was reported by the *Journal* as telling investors at a recent shareholder meeting. “A new terminal is not built on an outlook of just two or three years, but rather for the decades to come.”

Another major airport project in Germany, the new Brandenburg Berlin Airport, designed by gmp Architects and JSK International, is still [reportedly scheduled to open](#) this fall after a nearly 15-year construction period beset by seemingly endless delays. What exact level of demand Berlin's new airport, anticipated to become the third busiest in Germany once fully up and running, will encounter when it finally does open just a few months from now remains to be seen.

In addition to anxiety over how soon demand will resume post-pandemic, many revenue-strapped airports that are opting to postpone or scale back on work are doing so because they need the cash in the short-term to redirect to basic maintenance, employee salaries, and subsidies for retail tenants hit hard by the coronavirus crisis. Simply, it doesn't make sense—as is with the case at San Francisco International Airport

–to continue with a \$1 billion terminal renovation during a time when existing terminals are half-empty and revenue shortfalls continue to grow.

By and large, the duration of these construction delays is unknown. At the (previously) fast-growing Austin-Bergstrom Airport in Texas, which experienced a 52 percent drop in passenger traffic this past March compared to the same month the previous year, officials say it's too early to tell when work on that airport's planned expansion will commence. "It's really too soon to project exactly any hard timelines for how much things will shift one way or another and part of that is also because of how quickly we rebound on passenger demand," airport spokesperson Bryce Dubee told local ABC affiliate [KVUE](#). "It's probably going to take several years to get back up to the numbers that we were seeing heading into 2020. There really has been an industry-wide impact from the COVID-19 pandemic."



The *Journal* noted that the exact amount of construction work halted at global airports is unclear.

One airport construction upside not mentioned by the *Journal* is the ongoing \$4.1 billion expansion of Salt Lake City International Airport, which on track to be completed two years earlier and \$300 million under budget due in large part to the pandemic. As explained by the [Salt Lake Tribune](#), because passenger numbers have been so low during the crisis, some older terminals and concourses can be demolished ahead of schedule, avoiding complicated, costly, and time-consuming gate reconfigurations that would have been needed during later construction phases.

Despite dramatic revenue dips, gate expansion work at Denver International Airport has [similarly kicked into high gear](#) during the pandemic as passengers largely continue to stay away. This is also the case with the highly anticipated \$3.5 billion redevelopment of New York's famously grotty LaGuardia Airport, where work came to

a grinding halt during the early phases of the pandemic. As [Forbes](#) reported, Delta Air Lines CFO Paul Jacobson explained at the Wolfe Research Global Transportation Conference in May that the sharp drop-off in passengers has now enabled Delta to not only “lower the overall project cost but also deliver it much, much sooner.”

[Airports](#)   [Construction](#)   [Coronavirus](#)



**Power Your  
Furniture**

**MOCKETT**  
DOUG MOCKETT & COMPANY, INC.

[SHOP NOW](#)

[Trending](#)

[Most Popular](#)

[Most Recent](#)

- 1 Exclusive: School of Architecture at Taliesin will change its name, move to Cosanti
- 2 Some airport construction projects grounded by fears of post-coronavirus downturn
- 3 Renovation of Federal Reserve Board headquarters portends a battle over civic architecture
- 4 Miguel McKelvey leaves WeWork as company debates co-living future
- 5 Golden Gate Bridge upgrade causes ghostly singing over San Francisco



## Coronavirus: The Latest

✕

### Congress weighs choice: 'Go big' on virus aid or hit 'pause'

UTAH BUSINESS HEALTH

# Pandemic could shorten Salt Lake airport rebuild by 2 years, save \$300M

By Katie McKellar | @KatieMcKellar1 | May 25, 2020, 4:32pm MDT



Installation of Gordon Huether's "The Canyon" has started as construction continues at the new Salt Lake International Airport in Salt Lake City on Friday, May 22, 2020. | Kristin Murphy, Deseret News

**SALT LAKE CITY** — When the global COVID-19 pandemic nearly turned the Salt Lake City International Airport into a ghost town, officials overseeing the airport's massive rebuild saw a possible silver lining.

Suddenly, a decades-old airport that had struggled for years with capacity issues saw daily demand shrink dramatically. And while that's terrible for ticket sales, concessions and just about everyone in the airline business, airport officials saw an

opportunity to not only shorten the airport's \$4.1 billion redevelopment by two years, but also save millions.

Bill Wyatt, the airport's executive director, recently laid out the plan for Salt Lake City's Airport Advisory Board, explaining how the airport would complete its multiyear redevelopment in the same size and scope, "except it will be two years faster and up to \$300 million cheaper."

To maximize available gates, airport officials had originally planned to demolish the airport's old terminals and concourses in a phased manner, after the new airport's first concourses open to the public, slated for Sept. 15. Now, because of less demand, Wyatt said they'll be able to demolish all of the airport's old facilities faster.

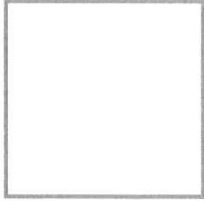
"What we're proposing to do, instead of keeping old Concourse B and old Concourse C open (during construction), is tear down the existing airport facilities after the new SLC phase one is open," Wyatt told the advisory board. "Tear them all down at once."

"What that means is we won't actually have to use any parts of the old airport after October of this year," Wyatt told the Deseret News. "And so we can tear it all down, and it won't be in our way as we do the second phase of the airport."

Now, Wyatt said the entire airport project's completion is slated for December of 2024, rather than early 2027.

■ ■ GRID VIEW





For a gigantic construction project — which saw costs increase amid a red-hot construction market before the pandemic hit — that condensed timeline is a great opportunity to save money, and headaches of trying to demolish old facilities and build at the same time.

But, Wyatt said, the plan “is not an easy thing. It comes with a certain amount of pain.”

Airlines have been pushing for more gates, faster, “and I love their enthusiasm,” Wyatt told the airport board. “But my job, as well, is to look out for Salt Lake City, and I think this approach is going to leave us with greater flexibility, less (cost), faster delivery. And I just think we’re going to be in really good shape.”

Before the coronavirus changed the world, roughly 30,000 passengers were walking through Salt Lake City International Airport’s door every day, Wyatt said. That number then plummeted to roughly 1,500 passengers a day — which, ahead of Memorial Day weekend, was up to about 4,100 on Friday, Wyatt told the Deseret News.

Though the airport is seeing a bit more travelers as states begin to open, Wyatt said airport officials don’t expect to return to their typical demand for at least three to five years. By then, the airport’s redevelopment should be complete.

But if demand begins to spike earlier than expected, Wyatt said the airport can use a concept called “hard stand,” or parking airplanes in the airfield and transporting passengers from the plane by bus to the airport.

“It’s not ideal,” Wyatt acknowledged, “but it’s a short-term way to absorb increases that maybe are not anticipated.”

Wyatt said the aim is to balance “providing as much capacity as is reasonably possible without the city having to take too much risk.”

“We’ve been talking about what happens if there is too much demand,” Wyatt said. “The other side of that story is what happens if there is too little?”

Wyatt is confident airport officials will finish the rebuild, despite economic challenges brought on by COVID-19. The airport has “most of the money in the bank,” Wyatt said. And the airport got about \$82.4 million in economic relief from the federal government amid the global coronavirus pandemic to avoid laying off its workforce.

Heading into the future, Wyatt said the new airport, once it opens in September, will be a positive experience for COVID-19-wary travelers. Not to mention, he added, the new airport is “just so much bigger,” so it will be easy for travelers to social distance.

From self bag tagging and electronic board passes, to motion-sensor soap dispensers and sink faucets, Wyatt said the new airport will have several new additions to ensure safe and clean travel. They airport will also have disinfecting devices that will clip on to the end of moving walkway rails so they’ll be sanitized frequently.

“It will feel different than people had anticipated an airport will feel,” Wyatt said, “but we also want to make sure we’re doing everything possible to keep our friends and neighbors safe.”

SPONSORED 15



**4 ways the Intermountain Healthcare Emotional Health**

## Coronavirus may help Salt Lake airport finish expansion 2 years early and save \$300M



(Francisco Kjolseth | The Salt Lake Tribune) The area known as The Canyon begins to take shape with crews stretching fabric over metal fins to simulate southern Utah canyon walls during the first phase of construction of the Salt Lake City International Airport on Wednesday, May 20, 2020.

[Buy this image](#)



By Lee Davidson

May 21, 2020  
Published: 47 minutes ago  
Updated: 47 minutes ago

Salt Lake City International Airport saw only 13% of its normal number of passengers on Wednesday. But the alarming drop has an upside: an unexpected opportunity to save hundreds of millions of dollars and complete its ongoing \$4.1 billion replacement project years early.

Officials say the dearth of passengers will allow the early demolition of existing old terminals and concourses, which no longer will be needed during later phases of expansion to supply gates for once-expected high demand now erased by the coronavirus pandemic.

So, expansion now “will be two years faster and up to \$300 million cheaper,” executive director Bill Wyatt told the city’s airport advisory board on Wednesday, as he unveiled the plans.



The airport aims to open the first phase of replacement facilities on Sept. 15, including a new terminal and concourse. Part of a second parallel concourse is scheduled to open a month later.

SUBSCRIBE    DONATE    NEWSLETTERS

Airport officials had planned to continue to use many gates in the adjacent existing terminals for a time in a complicated process where some would be demolished to expand new concourses over where they had stood. Then the airport would tear down and expand a few more gates and repeat that expensive process for years.

Wyatt said that was initially needed to maintain the number of gates that airlines said they needed at the heretofore busy airport. But like all airports in America, Salt Lake is no longer busy.

“Today, we’re anticipating 3,400 passengers. Ordinarily, it would be 26,000 or 27,000. A month ago, it was only 1,500,” Wyatt said.



1 of 34

When will the airport return to numbers seen before the pandemic? “I would say it’s a good three to five years,” Wyatt said, based on discussion with other airports and airlines.

When that became apparent, Wyatt said airport officials started to reexamine later phases of airport expansion for how to save money and speed completion.

“What we’re proposing to do instead of keeping old Concourse B and old Concourse C open, is to tear down the existing airport facilities after the new SLC phase one is open — tear them all down at once,” he said. “That will deliver the whole project much more quickly and save as much as \$300 million.”

But it will come with a certain amount of potential pain, too, he said.

“Many of the airlines are telling us they want more gates faster. I love their enthusiasm. But my job is as well to look out for Salt Lake City, and I think that this approach is going to leave us with greater flexibility, less risk, less money [cost] and faster delivery,” he said.

If air traffic returns more quickly than anticipated and creates a need for gates that will have been torn down, Wyatt said the airport has a contingency plan for that.

It will then use a “hard stand” process where some aircraft would park at remote parts of the airfield, and passengers would be bused to them from concourses. The airport used that process temporarily recently when it demolished its old Concourse E for small regional jets as part of ongoing construction.

“It is certainly not something you want to do as a permanent solution, but it’s a short-term solution that allows us to flex into larger passenger volumes” if they return early, he said.

The plan could also solve some other problems with concessionaires in the new facilities — who bid for contracts assuming they would see far more passengers than now is likely.

Wyatt said many had complained that the new facilities would have far more concessions than could likely be supported, especially with continuing competition from old Concourse B and C if they continued in use.

“Part of that concern went away because they don’t have that competition any longer” from the old concourses, he said. Also, he said the airport is agreeing to allow new concessionaires not to open all their locations when the new terminal opens on Sept.

15 “because the volume simply isn’t there to justify it.”

Somewhat related, Wyatt said Hertz rental car is struggling from losses during the pandemic and is not sure that it can afford to open new facilities it planned in the new expansion when it opens. But he said other car rental agencies do plan to open then.

Wyatt said the airport, like airlines, will continue to work hard to try to restore confidence that flying is safe — and he expects to see such things as face masks, social distancing and even taking temperatures well into the future.

He said the new expansion will have some features to help improve safety.

“You’re going to see mechanical devices that are attached to the handrails on the moving walks that clean them all the time,” he said. “All of the restrooms will have essentially nontouch apparatus.” Also, the airport will have fogging devices to help sanitize areas.

Wyatt said the airport has seen a small uptick in travel in recent weeks and days that provide a hopeful sign, although it is still only a fraction of normal.

“There’s a little more energy in the airport. It feels good because there were many days when you would walk in and not see a single passenger,” he said.

He adds daily projections for riders have been low because of many people who book at the last minute. “It’s attributed to cabin fever. People are just desperate to get out of the house and go see mom and dad or go see the kids.”



[ldavidson@sltrib.com](mailto:ldavidson@sltrib.com)



Follow @LeeHDavidson

[Donate to the newsroom now.](#)

## STAYING SAFE: CORONAVIRUS

Stronger Together Utah

KSL Coronavirus Tracker



# Coronavirus Slowdown Speeds Up Airport Construction

BY ALEX CABRERO, KSL TV  
MAY 21, 2020 AT 6:11 PM



*SALT LAKE CITY, Utah* – Salt Lake City has been in the middle of building a new airport. It was always a challenge to do that in the same location as the current airport while fully

Even though so much has changed, many people still get giddy about flying.

“I love flying and I love airports,” said Marysa Ryan with a smile as big as a Boeing 777. “I love the whole feeling of an adventure, to start.”

Ryan, who lives in Monticello, couldn't wait to visit her friend in Washington State. After just a few minutes inside a terminal at Salt Lake International Airport, she knew things were very different.

“I just can't wait for this to be over and be done,” she said.



**Alex Cabrero**  
@KSL\_AlexCabrero

Could the new [@slcairport](#) be done sooner and cheaper? The airport executive director thinks so. All because of coronavirus and less passengers/traffic. [@KSL5TV](#) at 6. [#ksltv](#)



15 2:56 PM - May 21, 2020

[See Alex Cabrero's other Tweets](#)

Coronavirus has changed a lot about flying.

way.

Bill Wyatt, Salt Lake International's executive director, says since passenger traffic has drastically decreased, it has enabled plans for the new airport currently under construction to be done faster – and cheaper.

“Up to \$300 million,” said Wyatt.

Phase one of the new airport is still set to open September 15th this year, as planned. Originally, phase two would use parts of the old airport and parts of the new airport.

Now, because of fewer passengers and less airplane traffic, the old airport can be torn down all at once.

“This eliminates a lot of the complexity and allows us to save a lot of money, but to be honest, the other thing is that the bidding for construction projects has changed dramatically,” said Wyatt.

For passengers and taxpayers, it means a big project will potentially finish under budget and sooner – just about as unusual as anything else this year.

“That’s amazing,” said Ryan. “That’s a great savings for everybody involved.”

Overall, the airport expansion could be done as much as two years sooner because of these new plans.

If traffic picks up faster than expected, the airport can park planes away from the terminal and then bus in passengers.

However, Wyatt thinks it could be at least three years before things are like they were just three months ago.

“Within a period of about three weeks, we went from an average of probably 27,000 passengers arriving at our front door every day to about 1,500,” said Wyatt.

Share 

Menu

ADVERTISEMENT

**Watch Live**

syniverse



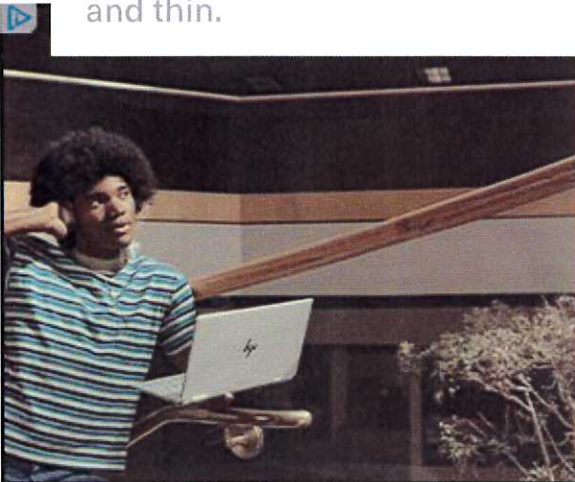
Qui

Ensure customer  
message delive

est COVID-19 Updates, Friday,

Through thick  
and thin.

ADVERTISEMENT



NEWS > LOCAL NEWS



# Reduction in SLC Airport travelers helps accelerate construction project

CLOSE

ADVERTISEMENT

**HP Spectre x360**  
with Mute Mic Button

[Learn more](#)



A big reduction in the number of people traveling by plane is expected to help Salt Lake City International Airport finish its redevelopment program faster and far under budget.

By: David Wells , Lexie Johnson

Posted at 7:19 AM, May 22, 2020 and last updated 7:24 AM, May 22, 2020

**SALT LAKE CITY** — A big reduction in the number of people traveling by plane is expected to help Salt Lake City International Airport finish its redevelopment program faster and far under budget.

Last year, about 23,000 people boarded flights out of Salt Lake City during Memorial Day weekend. This year, about three to four thousand people are taking flights during the holiday weekend.

With fewer travelers around, the airport could save \$200-300 million in the second phase of its redevelopment program.

"With having the ability to move that [second phase] quicker, that definitely is something that we can look at as a positive. Any sort of cost savings is a positive, in our book," said airport spokeswoman Nancy Volmer.

The first phase of Salt Lake City International Airport's redevelopment program is still on schedule to be completed by September 15.

CLOSE



Complete COVID-19 coverage

Earthquake Tracker

Coronavirus Tracker



# COVID-19 could help Salt Lake Airport expansion save \$300 million

BY KELLI PIERCE

MAY 21, 2020 AT 5:20 PM



Subscribe to Our Newsletter

Construction crews work at the Salt Lake International Airport in Salt Lake City on Wednesday, March 15, 2017. Photo: Kristin Murphy, Deseret News

**SALT LAKE CITY** — In a roundabout way, COVID-19 may help save the Salt Lake City airport \$300 million on its ongoing expansion project.

## Reduced travel means easier construction

Even though air travel is picking up a bit, the COVID-19 pandemic has reduced the number of passengers going through Salt Lake City International Airport.

“Typically, at this time of the year we’d be seeing about 23,000 passengers coming through our security checkpoint. Currently, we’re seeing 3,000 to 4,000 passengers,” said airport spokeswoman Nancy Volmer.



But that drop in passengers has given the airport an opportunity to save a lot of time and money on the second phase of its expansion project. It adds up to about two years of time and up to \$300 million.

Volmer says it's easier to tear down concourses and terminals if fewer gates are being used.

“[Previously] we had to keep our gate count up. But now that we don’t have the same level of passengers, we don’t need to have those gates available. So, we’re looking at tearing down the existing concourses sooner,” Volmer said.

[Subscribe to Our Newsletter](#)

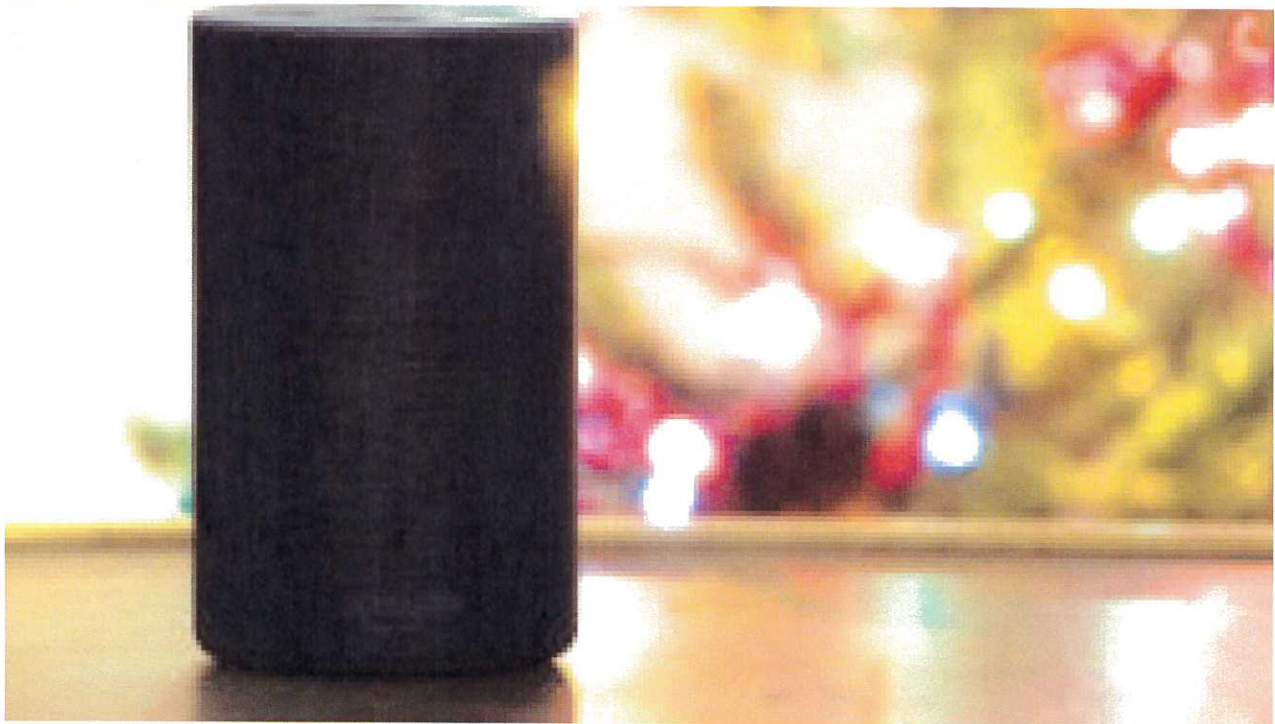
Airport Executive Director Bill Wyatt laid out the revised expansion projections during an airport advisory board meeting on Wednesday.

The second phase of the expansion project has been more tricky because it requires the demolition of terminals and concourses that have been in heavy use. With fewer passengers due to COVID-19, it becomes easier to tear down buildings and erect new ones.

“What we’ll be doing is probably tearing down our existing parking garage, the existing terminals and concourses, and then we’ll start building to the east. By doing so, that will save time and money,” he said.

Salt Lake City International Airport is also on track to open a new terminal and concourse this September.

Share 



Listen to KSL with Alexa

Subscribe to Our Newsletter

## Transcript

[More Text](#) | [Add to My Clips](#)

**Include In Report**

**KTVX-SLC (ABC) - Salt Lake City, UT**  
**ABC 4 Utah News Mid-day**

+ Local Market Viewership: 14,666  
Local Publicity Value:  
\$1,814.00 per 30s

**KTVX 5/26/2020 11:09:57 AM:** ...should not wear a face mask. if you need mask go online to coronavirus.utah.gov. right there at the bottom of your screen. you can find out either how to make one or get one for free. now interestingly enough, this pandemic putting construction of the salt lake airport ahead of schedule. airport says it helped them save money and speed up construction. according to deseret news construction will be two years faster and \$300 million cheaper. concourse b and c originally were scheduled to be taken down one at a time but with so much less traffic as of lately, they can now be replaced at the same time. so instead of airport being done in early 2027, it will be finished in december of 2024. now students in university of utah are head back to class this fall. university will resume on campus fall classes but with

some modifications. according to sdes rett news u will offer smaller classes to practice social distancing, some of those classes will include both combination of classroom and online learning. state health officials say utah allocated a million and a half dollars per additional hospital i don't ever flow space to treat potential patients but so far they haven't needed to use that money. in march state penitentiary over \$1.2 million in turn this sandy expo center into a temporary covid-19 hospital site. the contracts now for space and equipment will expire at the end of may and june. >> now new on midday the monster energy super cross is coming to rice eccles stadium this weekend. they've already loaded in over 500 truck loads of dirt. races begin this sunday and run through june 21st. those races however will run without fans in the stands. you can only watch them on tv on sunday knights. and everyone part of race team will be test for covid-19 receive temperature checks and wear face masks throughout that event. >> still ahead on midday parents return to work many don't have a place to for their kids. hear one parent's concern as country continues to reopen. >> they have closed down a facility. other than that, i really don't know what they are the requirements of facility are. >> and aed if processing plant struck outbreak of covid-19. hear how many employees have the virus there. >> coming up in today's daily dish, hear why actress alyssa milano received backlash over certain face mask she was wearing mike tyson could headed back to ring with very lucrative offer. we will tell you what this before we head to break take live look outside. ...



05/26/2020 11:10:08 AM

[Clip Editor](#)

# Trends in Airport Design: Today's airports prioritize traveler experience - Jan 2020

May 14 2020



By Jessica Chevalier

The role of the airport has changed: from functioning as a gateway transporting guests to an experience to becoming a part of that experience. That alone may not seem like an incredibly tall order design-wise, but considering that these experiential spaces comprise expansive square footage and endure the abuse of millions of annual travelers-and their roller bags-often for decades, the task becomes considerably more complex.

Flooring performs many functions within airport spaces: creating zones, assisting with wayfinding and, of course, providing a safe surface for those traveling over it. Both hard and soft surfaces are used in this pursuit, typically hard in the high-traffic areas and soft in holding zones. Above all, these products must thrive in challenging conditions with minimal disruptive maintenance.

## DELIVERING PLEASURE

The days when air travel was considered a glamorous luxury may be behind us, but today's interior architects are working hard to incorporate pleasure into an activity that can seem like drudgery if treated without care or inspiration. These objectives are often achieved through art, materiality and functionality, so flooring plays a pivotal role in their execution.

For their Salt Lake City International Airport redevelopment project-which encompasses 2.6 million square feet, including 78 gates-HOK designers Tandra Thorson, director of interiors, San Francisco, and Matt Needham, regional leader of aviation and transportation, specified terrazzo for all of the high-traffic areas, including a space they call "The Canyon." This central zone will be utilized by an estimated 21 million travelers annually, and Needham likes to think of the area as "today's modern town square."

Here, the dark grey terrazzo path, reminiscent of a runway in tone, leads to a space where travelers can look out over the mountains, setting a stage upon which the grandeur of both local scenery and the airy architecture of the building itself take center stage. To the sides of the central path, the terrazzo transitions to a lighter grey and then a white, indicating areas out of the traffic flow suited for rest or refreshment.

In The Canyon, clerestory windows deliver a view of the skies, and a dramatic 362' long sculpture draws the eye upward and adds spatial texture, mimicking the geographic layers of southern Utah's landscape. The piece is made "using 2.5 acres of composite fabric, and the equivalent of seven miles of aluminum tubing. The entire work will consist of 412 individual tensile membrane fins," according to the airport website. The resulting aesthetic of The Canyon is clean and streamlined, textural and breathtaking.

Gresham Smith's Jessica Smith, senior interior designer, and Ben Goebel, senior architect and project executive, are working on a terminal expansion at the Charlotte/Douglas International Airport, which includes renovation of a 900' long curb space and expansion that will connect ticketing and baggage claim with the curbside experience. The project will alleviate congestion at this busy location and includes both subterranean and elevated walkways that separate the flow of passengers and provide pedestrian access to the parking deck without crossing traffic.

For the space, Smith and Goebel have also opted for terrazzo and are collaborating with three terrazzo artists who will incorporate art pieces into the flooring design. Smith emphasizes that the design is especially challenging as it will be viewed both on-level and from overhead, so the architects' design and the artists' designs must create a unified and interesting canvas from both views.

In each of these designs, it is evident that creating couture and locale-inspired spaces is a priority in airport design today. As Goebel says, "If you've seen one airport, you've seen one airport." The contemporary design goal is that passengers who step into an airport for a layover never question whether they are in Las Vegas or Detroit or Orlando. The exterior and interior architecture, the art and even the concessions all honor the area's unique characteristics and culture.

Stantec principal Janice Hicks recently worked on Ecuador's Quito International Airport renovation and expansion, and she reports that one of the joys of that project was developing "a design that reflected [the culture's] personality, values and aspirations by highlighting local materials and artisans."

Smith notes, "Airports can be gateways for travelers into the city, and the city wants to provide a reason for that traveler to come back. If the traveler is only in town to change planes, the airport might be the only chance to encourage the traveler to want to come back and spend more time, so we are sharing a region's history through timelines, telling its unique aviation story, bringing in its art and even its music. Many airports now feature satellite locations of local restaurants, creating a sense of place."

Hicks emphasizes that while A&D's client on airport projects may be "the airport authorities, operators or consortiums that are taking over management and construction of airports, the traveler and employees are viewed as stakeholders in our design process." To this end, Hicks seeks to create "an exceptional experience for the passenger while providing a building for the operator that fits their long-range planning goals."

And Smith points to another important group of users: airport employees. On her Tampa project, the airport was clear that it wanted to support not only its traveling customers but also the 10,000+ community of individuals that work in the space daily, as their happiness and comfort matters greatly and trickles down in their customer service.

Above all, however, passenger safety is key, and delivering a safe and aesthetically pleasing solution is always the goal, says Smith.

## **THE WHOLE EXPERIENCE**

"When you hear the term 'passenger experience,' remember that passengers are only passengers when they are on the plane," says Needham. "Today, airports and airlines are considering the whole travel experience: how you get from your door to the airport, first impressions and wayfinding from the curb. Airlines are looking at each of these opportunities for places to brand. They are no longer just putting their brand on the airplane but along every step of the way. The 'passenger experience' is turning into the 'travel experience'."

An important part of that, the designer adds, is making the experience more personal and human, and that includes proving an opportunity for travelers to partake in one of the most human of all activities: communing with nature.

Certainly, airports have always provided ample window space for travelers to see both the runway and the world beyond it, but staring through glass at the outdoors doesn't compare to actually being there. "There is more focus on indoor/outdoor experience at airports," reports Needham. At Long Beach Airport, two concourses are connected via a wood deck that features fire pits and palm trees, and the Salt Lake City airport, a major hub for Delta, now features a Delta sky deck. And Thorson and Needham report that the Hamad International Airport in Doha, Qatar includes swimming pools and spas.

The designer continues, "Travelers are traveling in pressurized metal tubes. Airports can be big, sterile and impersonal. There is something to be said for having the sun on your face and feeling the air. It is something more real. Airports are trying to relate to human sensibilities." To that end, Needham reports that he would love to have the opportunity to use natural materials-not copies of natural materials-that could withstand the wear-and-tear of use within these vast spaces.

## **SMOOTH OPERATOR**

Of course, pleasure isn't generated solely through aesthetic appeal, but also through ease of use. Airports are bustling spaces, and without intuitive wayfinding, they can become bottlenecks of frustration. Hicks reports that this is how airport design differs from that of other large commercial spaces, noting that the "main differentiator in airports is assessing and designing to passenger flows and processes." And part of the means of achieving success in this area is by creating zones suited for different needs.

we are looking for a 50- to 100-year lifecycle on terminal materials.”

On the ceramic side, Hicks notes, “The selection of porcelain tiles has improved greatly over the last several years with larger formats and creative patterns and textures to choose from at a more economical cost.”

However, Thorson reports that airport owners don’t want to take care of grout joints or the potential for cracking under vehicle traffic. While ceramic is a common product for use in bathrooms, in the case of Salt Lake City, Thorson and Needham continued the terrazzo into these spaces as well, which, of course, streamlines cleaning processes.

Due to value engineering, Goebel opted for ceramic over terrazzo on a Hartsfield-Jackson Atlanta International Airport project and reports that he saved \$1 per square foot in doing so, which certainly adds up on a 750,000 square foot project. The team did, however, make adjustments to the grout lines in installation. “You can’t eliminate the click, but you can minimize it,” Goebel says. Thorson does use porcelain in more out-of-the-way spaces that still require durability, such as the family room at Salt Lake City airport, a space in which those picking up travelers can await their arrival. Here, Thorson specified a combination of porcelain and broadloom to create a warm atmosphere in the space, which also features lounge furniture and a fireplace.

Similarly, Smith reports that she often uses porcelain in back of house areas such as ticketing offices and break rooms.

Soft surface is generally specified for hold rooms, where people are awaiting their flight, and there is a good deal of noise. Both broadloom and carpet tile are utilized in these spaces. In either case, it is critical that the facility have a good amount of attic stock to efficiently address any crisis.

The designers interviewed note that the vast majority of airport carpet is custom designed to support the goals of creating one-of-a-kind spaces. The Gresham Smith team has been tasked with creating a custom design for the ticket lobbies at Tampa. Though these spaces are customarily hard surface due to the abuse they endure under feet and wheeled luggage, Tampa likes soft surface at ticketing to manage acoustics and provide underfoot comfort for staff. The prior carpet lasted almost ten years, and Smith reports that, as part of the renovation, she and her team “have been challenged to come up with some new designs incorporating the themes of the building.”

Gauged porcelain panels are sometimes utilized on terminal walls, offering durability against banging and scratching from luggage as well as ease of cleanability. As we so often hear, the barrier to greater use of the material remains finding qualified installers.

With regard to maintenance, while airports are 24/7 facilities, many have a flight curfew during the night, and this is when cleaning and maintenance is completed. To facilitate this, Thorson specified loose furniture for public space areas in the Salt Lake City airport, so that the pieces can be moved easily.

Hicks reports that, maintenance-wise, hard surface materials are often favored because they are seen as being less costly to maintain.

## **WAYFINDING**

The importance of intuitive wayfinding in airports cannot be overstated. International airports accommodate high numbers of non-native speakers and ensuring that these travelers can reach their destinations with comfort and ease is important. “I like to see flooring that includes wayfinding through the use of pattern and a combination of flooring materials to create zones for different uses—such as retail, food and beverage, information,” says Hicks.

Similarly, to accommodate the differing physical abilities of travelers, “Level changes must be intuitive, and there shouldn’t be any that are unnecessary,” says Needham. “It needs to be as easy as it can be.”

Thorson adds, “We try to give the traveler a sense of neighborhood, to understand the distance they are walking. In a concourse, where spaces are longer, there are areas that have gates and between the gates are moving walkways. At the end of the walkway, there is usually a restroom or concession node, and typically the flooring will be different there to provide some sense of relief. At La Guardia, we tied that to concession programs and represented literal neighborhoods of New York.”

Adds Smith, "Mixing materials helps with intuitive wayfinding. When you break up materials, it helps signify space without signage. We do a lot of that with floors and ceilings and walls, guiding passengers through the process using color, patterning, art-the whole composition."

Copyright 2020 Floor Focus



## Transcript

[More Text](#) | [Add to My Clips](#)

**Include In Report**

**KTVX-SLC (ABC) - Salt Lake City, UT  
ABC 4 Utah News at 6pm**

+ Local Market Viewership: 30,349  
Local Publicity Value:  
\$2,737.75 per 30s

**KTVX 6/8/2020 6:14:53 PM:** ...including california, florida and north carolina. \*\*glen\*\* here's something else that'll make traveling a little easier. in 100 days, 7 miles of conveyor belt will be transporting luggage at the new salt lake international airport. airport officials say the belt is wider and can handle passengers' skis, snowboards, bikes and golf clubs. it's time for weather ... adam joins us now with your full forecast and a look at what we can expect... \*\*alana\*\* adam: pinpoint webcam or timelapse from around the region shows what the weather is doing near you or has done near you temperatures look and feel more like an early spring day than early june or late spring. we have struggled just to reach 50 degrees in salt lake city thanks to clouds and showers around the airport. however, its just downright chilly over the north with a bit more mild temperatures over the south however, looking ahead to tonight for the wasatch front, it will be quite chilly but nowhere near as chilly as the wasatch back and mountain valleys as temperatures are expected to drop into the 20's for lows! this will lead to a hard freeze which means a hard freeze warning goes into effect at 10 pm tonight through 9 am tomorrow. you must bring your crops indoors or do everything you can to protect them outdoors or they will be killed by the cold temperatures it reamins breezy to gusty at times out there today with a stiff nw wind keeping temperaures down. the storngest winds are across southern utah where we are seen sustained wind speeds in the teens and 20's with higher gusts. with the addition of the gusty winds, the realtive humidity reamins quite low to go with the dry fire fuels and this has led to a red flag warning through 8 pm tonight for the arizona strip outside of dixie to se utah. be very careful this evening. visible satellite shows plenty ...



06/08/2020 06:14:45 PM

[Clip Editor](#)

## Transcript

[More Text](#) | [Add to My Clips](#)

Zoom  Include In Report

**KUTV-SLC (CBS) - Salt Lake City, UT**  
**2 News at 5am**

+ Local Market Viewership: 13,647  
 Local Publicity Value: \$909.58 per 30s

**KUTV 6/10/2020 5:15:47 AM:**  
 ...coronavirus cases are spiking. why they say testing won't solve the problem. construction won't disappear from the **Salt Lake Airport** once the new terminal opens. the **Airport** says the trax station will be relocated to the new s-l-c terminal about 6 to 8 months after opening day. they say passengers will take trax to the end of the airport line and shuttles will drop them off at the terminal. this morning.. we're hearing from the woman who police say drove a mini-van through a group of protesters in indianapolis.. leaving two people injured. diane goebel was behind the wheel. she says she was trying to get around stopped traffic by slowly inching her way through the demonstrators. but protesters who saw it happen disagree. danielle hines / protester: "i just saw her drive off very fast. there was another car that was able to avoid people where i did not see her trying to avoid anybody. diane goebel / driver of minivan : "i did not hit anyone or plow into anyone. they jumped on the hood of my van." after goebel hit the protesters.. witnesses say they stormed the vehicle to try to make her stop.. that is when they started to damage her vehicle. goebel drove off and called 9-1-1.. police say she has been cooperating with the investigation. a christopher columbus statue in virginia is sitting at the bottom of a **Lake** after protesters torn it down and threw it in the water. the night originally started as a peaceful gathering in solidarity with indigenous people. but then rioters showed up and vandalized the statue before pulling it down with a rope and pushing it into the **Lake**. this isn't the first time the statue has been vandalized. back in 2015.. the statue had the words "lies" and "genocide" painted on it. u-s attorney general william barr is firing back at the mayor of d-c this morning. barr says footage of protests gave the impression america was on the brink of losing its capitol city. he wrote that unrest in washington reached dangerous levels and threatened the operations of the u-s government. this is in response to the mayor ordering the national guard out of the city. the mayor's office has not yet commented on barr's letter. as people demand more accountability and racial justice from police, the work of "civilian review boards" is being scrutinized. i do believe there are things we can do to increase the amount of. investigation we can do as individuals 5:02 i think this is a fundamentally ...



06/10/2020 05:15:51 AM

[Clip Editor](#)



# Aviation News Today

## Top Stories for Friday, May 29, 2020

### American To Reduce Staff By 30 Percent

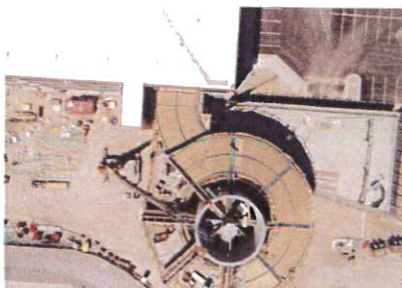


American said it will downsize its management and support staff by 30 percent by Sept. 30, saying the company needs to reduce its cost structure and plan “for operating a smaller airline for the foreseeable future.”

In a letter to employees on Wednesday, the carrier stated that if there are not enough “early out volunteers,” it will implement involuntary separations. “Those decisions will be communicated in July, though impacted team members will remain on payroll through Sept. 30, 2020, and will receive full pay and benefits through the expiration of the CARES Act Payroll Support Program,” according to the letter.

“Fleet retirement accelerations are underway, and we will fly roughly 100 fewer aircraft next summer — mostly widebodies — than we had originally planned,” the carrier said.

### Low Traffic Will Speed Up SLC Construction Plan



Salt Lake City International's steep drop in passenger traffic due to the pandemic will allow the airport to save up to \$300 million in its ongoing \$4.1 billion modernization project, an airport spokesperson confirmed.

The current low number of passengers will allow the airport to condense the construction timeline and save money by demolishing old concourses sooner since the airport won't need the gates.

The airport still plans to open the first phase of replacement facilities on Sept. 15, including a new terminal, concourse and parking garage. Part of a second parallel concourse is scheduled to open in October.



## **Sterling Awarded \$97 Million of Aviation Projects at Salt Lake City International Airport**

June 08, 2020 04:05 PM Eastern Daylight Time

THE WOODLANDS, Texas--(BUSINESS WIRE)--Sterling Construction Company, Inc. (NasdaqGS: STRL) ("Sterling" or "the Company") today announced that its subsidiary, Ralph L. Wadsworth Construction, LLC ("RLW") was awarded three separate alternative delivery construction contracts by the Salt Lake City Corporation's Department of Airports ("SLCDA"). The Salt Lake City International Airport projects total \$97 million and are part of the airport's Terminal Redevelopment Program ("TRP").

The projects consist of foundation work, dewatering and earth retention work, and civil and airfield work for the South Concourse East. The foundation project will include pouring more than 70,000 linear feet of concrete filled steel pipe piles and 98,000 linear feet of driven H-piles. The dewatering and earth retention project consists of the design and construction of an earth retention system for excavation and tunnel work that will connect the new North and South Concourses. The airfield project includes all of the airfield and civil work for the new South Concourse East, including: the demolition of existing taxi ways and aprons, removal and reinstallation of approximately 128,000 feet of utilities, and 200,000 square yards of new concrete pavement. The projects will commence in September 2020 and work will continue for three years.

"We are extremely excited to continue to work with the SLCDA on its major airport restoration program," stated Joe Cutillo, Sterling's CEO. "This group of awards is representative of our strategy to pursue alternative delivery aviation contracts and enable us to add value using our specialized engineering and construction capabilities. This work helps to strengthen our already significant backlog, and given that the SLCDA's TRP is planned for 10 years at a total cost of over \$4 billion, we believe there will be additional opportunities at Salt Lake International in the years to come."

Mr. Cutillo continued, "We are also very pleased to see continued strength in our end markets, particularly in the aviation space, despite the uncertainty caused by the COVID-19 crisis. We view this as a sign of the resilience of the U.S. economy, along with the intention of our transportation authorities to address the nation's significant requirements for infrastructure improvement regardless of temporary economic and social disruptions."

Sterling, a Delaware corporation, is a construction company that specializes in heavy civil infrastructure construction and rehabilitation, construction site excavation and improvement, and residential construction projects, primarily across the southern United States, the Rocky Mountain states, California and Hawaii. Heavy civil construction projects include highways, roads, bridges, airfields, ports, light rail, water, wastewater and storm drainage systems, foundations for multi-family homes, commercial concrete projects and parking structures. Site excavation and improvement entails construction site preparation primarily in the Southeast region of the United States for blue-chip customers in the distribution center, warehousing, e-commerce, data center, big box retail and energy sectors, as well as other growing end markets. Residential construction projects include concrete foundations for single-family homes in Texas.

---

This press release includes certain statements that fall within the definition of “forward-looking statements” under the Private Securities Litigation Reform Act of 1995. Any such statements are subject to risks and uncertainties, including overall economic and market conditions, federal, state and local government funding, competitors’ and customers’ actions, and weather conditions, which could cause actual results to differ materially from those anticipated, including those risks identified in the Company’s filings with the Securities and Exchange Commission. Accordingly, such statements should be considered in light of these risks. Any prediction by the Company is only a statement of management’s belief at the time the prediction is made. There can be no assurance that any prediction once made will continue thereafter to reflect management’s belief, and the Company does not undertake to update publicly its predictions or to make voluntary additional disclosures of nonpublic information, whether as a result of new information, future events or otherwise.

## **Contacts**

### **Contact:**

Sterling Construction Company, Inc.

Ron Ballschmiede, Chief Financial Officer

281-214-0777

### **Investor Relations Counsel:**

The Equity Group Inc.

Fred Buonocore, CFA 212-836-9607

Mike Gaudreau 212-836-9620

## **SLC Airport News**

# As travel opens up, Salt Lake airport must operate at current restricted level

by Jim Spiewak  
Thursday, May 14th 2020

AA

---

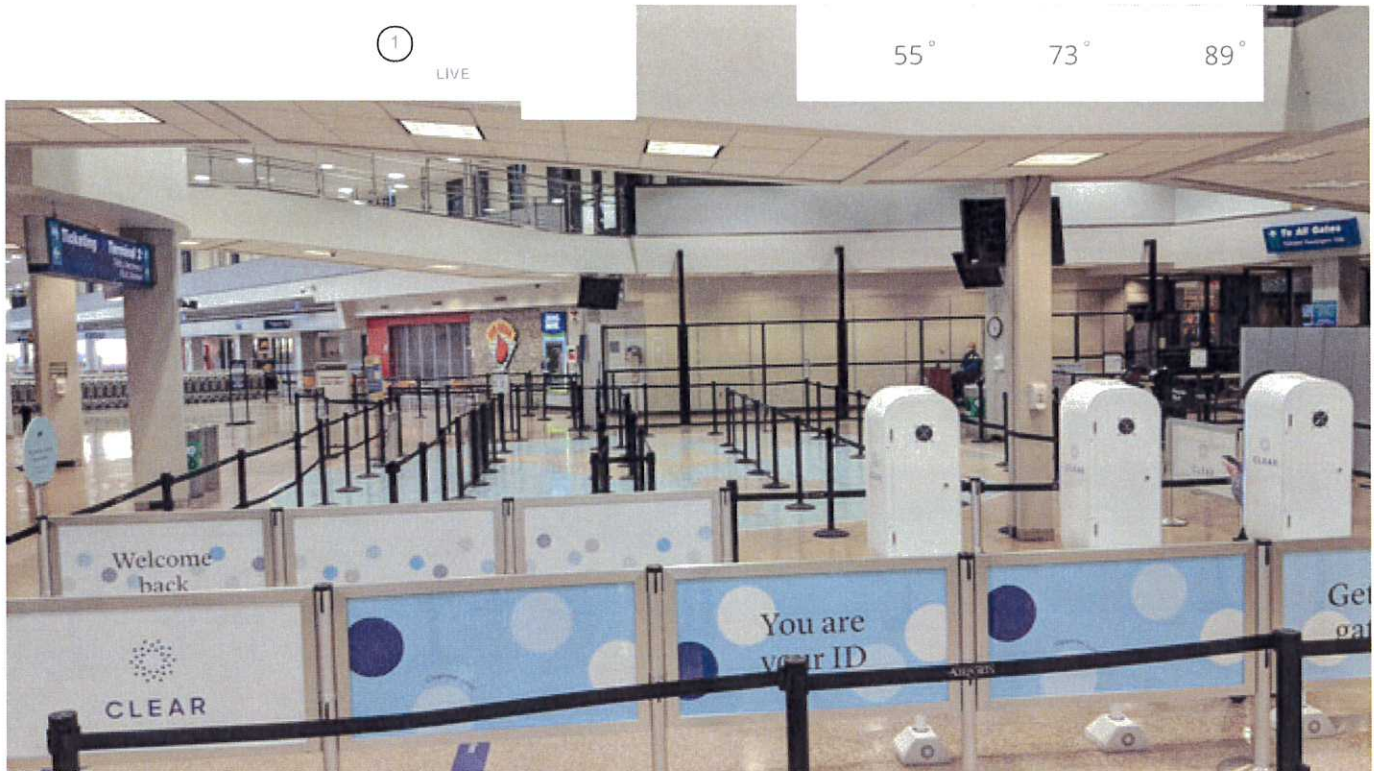
SALT LAKE CITY (KUTV) — As much of Utah re-opens, and Governor Gary Herbert says Utah is open for travel, Salt Lake International Airport has to keep current restrictions in place.

KUTV

*KUTV: Jim Spiewak reports{ }*

Airport officials says normally 22,000 passengers would have passed through the airport on Thursday but instead about 2,000 passengers did.

Jessica was one of them who said shortly after getting off her flight from Alaska “no, I wasn't scared, I don't know we had facemasks and my kids had facemasks.”



*As travel opens up, Salt Lake airport must operate at current restricted level (Photo: Dan Kovach / KUTV)*

The airport has been operating with restrictions since the pandemic started. Thursday governor Herbert announced the re-opening of much of the state and added “we’re going to open up travel, we’ve talked about traveling infrequently, that will disappear and so travel will open up more.”

Airport spokeswoman Nancy Volmer says that doesn't mean the airport goes back to business as usual adding “as far as the operations here at the airport nothing has changed.”

That’s because the airport is in Salt Lake City, which is **still in the orange phase**, so the airport must maintain their strict protocols.

Search Site







LIVE

55°

73°

89°



*As travel opens up, Salt Lake airport must operate at current restricted level (Photo: Dan Kovach / KUTV)*

Only ticketed passengers are allowed into the terminal and pick up is only allowed at the curb or in the parking garage.

“I think it’s probably very safe to travel through the airports and the airlines because we are doing so much but people just need to feel comfortable” Volmer says.

## **MORE TO EXPLORE**

**Southwest Airlines cancels all flights in and out of Chicago airport**

**Salt Lake City Mayor Mendenhall, again, calls for statewide stay-at-home order**

Search Site



## Transcript

[More Text](#) | [Add to My Clips](#)

**Include In Report**

**KUTV-SLC (CBS) - Salt Lake City, UT**  
**2 News at 10:00pm**

+ Local Market Viewership: 101,243  
Local Publicity Value:  
\$15,253.92 per 30s

**KUTV 5/14/2020 10:04:27 PM:** ...the virus. a statement issued by salt lake city aaron mendenhall says the city's higher covid-19 numbers range at orange status. >>> as most of the state reopens, one of the largest hubs for travel will not. >> salt lake international airport has to keep current restrictions in place for now. jim spiewak looked into the status. the restrictions say even though the governors say the state is open for travel. >> the airport there usually one of the biggest ben factors of travel into and out of the state here. we're in the waiting lot right now. it is empty. there are only six cars in here. when you take a look at the flights on the big board behind us, you see a lot of flights that are even canceled or some that are even delayed. >> reporter: normally 22,000 passengers would have passed through salt lake international airport today. instead about 2,000 did. >> no, i wasn't scared. i didn't know we had face masks and my kids all had face masks. >> reporter: jessica and her family flew into alaska with 20 other people on the flight. the airport has been operating with restrictions since the pandemic started. today governor gary herbert said this as most of the state moved to a new phase of reopening. >> we're going to open up travel. we've talked about traveling infrequently. that will disappear. travel will open up more as we get around the state. >> reporter: that doesn't mean the airport goes back to business as usual just yet. >> as far as the operations here at the airport, nothing has changed. >> reporter: because the airport is in salt lake city which is still in the orange phase, the airport must maintain their strict protocols. only ticketed passengers are allowed in. pickup is only allowed at the curb or parking garage. >> it's very safe right now to travel through the airport and airlines because we're doing so much. people just need to feel comfortable. >> reporter: which jessica says she will for the next two weeks in utah because going back to alaska -- >> we have to quarantine for two weeks still when we go home. >> reporter: means going back to stricter rules. >> so as far as jobs out here at the airport, it's kind of a tale of two stories. all of the construction workers right now are working at full staff. however, once you go into the terminal, there really aren't that many vendors or businesses that are open inside the terminal and a lot of those workers have been laid off at least for now. when it is time for the city and the airport to move into that yellow phase like the rest of the state, spokespeople here at the airport say they're going to continue to practice a lot of ...



05/14/2020 10:05:03 PM

[Clip Editor](#)

## Transcript

[More Text](#) | [Add to My Clips](#)

Zoom

Include In Report

**KUTV-SLC (CBS) - Salt Lake City, UT**  
**2 News at 530am**

+ Local Market Viewership: 29,208  
Local Publicity Value:  
\$1,885.59 per 30s

**KUTV 5/28/2020 5:47:46 AM:** ...realtors are crying for more listings construction of new homes and condos is down— but not as much as expected, while showings are way up since early may, more cancellations.. for flights out of salt lake

international airport. the airport confirmed that flights to amsterdam and paris are currently suspended. non- stop service to amsterdam is not scheduled to return.. until august. the airport is asking passengers with questions.. to contact delta airlines.. for more information. amid the pandemic.. the show may go on in ogden.. the pioneer days rodeo has not been called of—and organizers would like to move forward \*if\* they can do it safely. jeff haney: " we want to hold true to our tradition." some say they don't know how well social distancing will go.. and the gate where people pour through is locked for now.. jeff haney of ogden pioneer days committee says the show will only go on... with guidance of local health authorities. the "most magical place on earth" is finally set to re-open in about 6 weeks.. parks have been closed since march because of the pandemic. disney plans to open the magic kingdom and animal kingdom on july 11th... while epcot and hollywood studios will open on july 15th. the company's c-e-o says they're working to follow social distancing guidelines to keep everyone six feet apart.. bob chapek disney ceo: "our industrial engineers have been busy over the last few months trying to figure out what that would look like. and the capacity that we're going to open up with is actually slightly below where we really think we can reside with that six feet. everyone will be required to wear face coverings and have temperature checked before entering the parks.. parades.. fireworks.. and other events are temporarily suspended.. ...



05/28/2020 05:47:46 AM

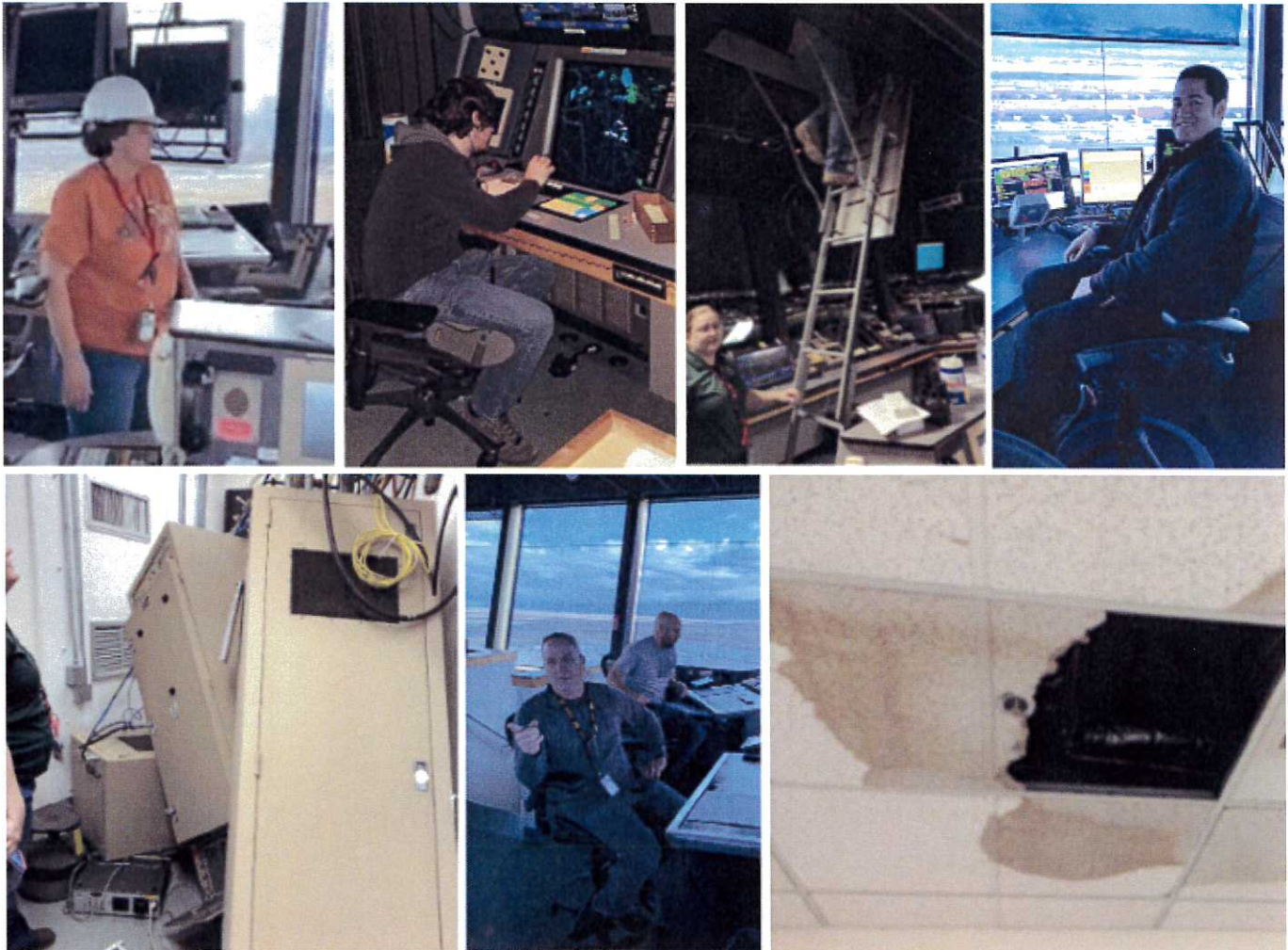
[Clip Editor](#)

ⓘ Anyone can publish on Medium per our Policies, but we don't fact-check every story. For more info about the coronavirus, see [cdc.gov](https://www.cdc.gov).

# 'Adapt and Overcome' — A Quake in Salt Lake amid the COVID-19 Crisis



Federal Aviation Administration [Follow](#)  
May 18 · 7 min read



*Story written by Chris Troxell, FAA Office of Communications*

On March 18, at 7:09 a.m. in Salt Lake City, Utah, the ground began to shake with great force. Suddenly, the city was in the midst of two major crises simultaneously — responding to and recovering from a 5.7-magnitude earthquake while following CDC safety guidelines for the COVID-19 public health emergency.



A view of the tower cab following the earthquake

For FAA personnel working at or supporting Salt Lake Tower, TRACON and Center, this meant acting quickly, smartly, safely and collaboratively with the airport forced to close. With tried and true contingency plans in place, that is exactly what they did.

The tower and TRACON's air traffic manager, Don McFarland, was checking emails from his basement when the tremor shook his house. McFarland had been teleworking and self-quarantining since his return from a family vacation to Spain the week prior.





A 10,000-gallon fire suppression water tank overflowed, causing damage to the tower.

“I did a lot of coordination from home, and if I had been at the facility I would have been in the same type of situation — communicating between facilities,” he said. “Being at home gave me a different perspective, and it helped me remain calm because I was in a safer environment. Credit goes out to my team working in the ‘trenches’ and getting things done. I couldn’t be more proud of them.”

The quake was the strongest to hit Utah since 1992, when a 5.9 temblor struck the St. George area, but facility staff were prepared for the worst. When the earthquake struck, the 323-foot control tower swayed three feet from side to side at the cab level, destroying some of the air traffic control equipment, and releasing water from a 10,000-gallon fire suppression tank; the tank flooded every floor of the building, from the ninth floor down. Fortunately, no one was badly injured at any of the three facilities, and Technical Operations staff were able to quickly determine that the Salt Lake Center facility, located on the other side of the airport, had withstood the impact.

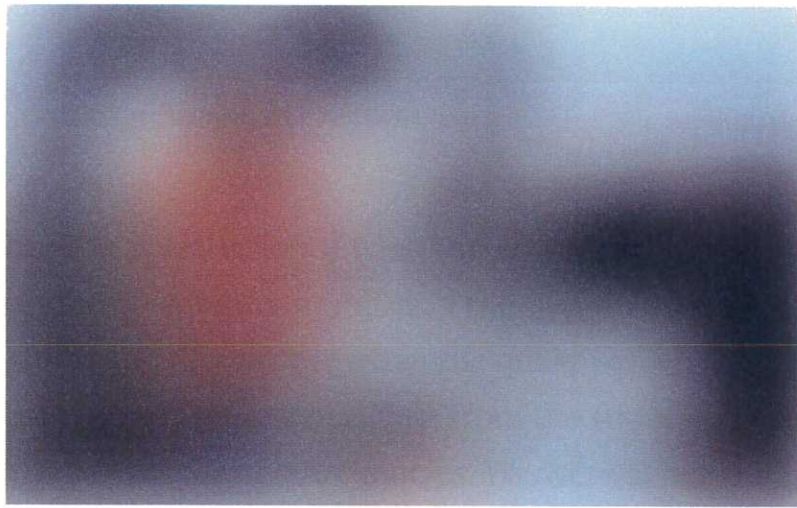


The tower closed off for damage assessment

Unfortunately, the same determination could not immediately be made for the tower and TRACON, and facility personnel were not allowed to be in the vicinity of a potential “fallout” — an aftershock could send glass flying or even worse, the tower could collapse. That meant that staff had to immediately evacuate the buildings and resume

operations at alternative work sites, and that's where the contingency plans proved critical.

TRACON personnel executed a practiced plan to move their operations to the center. However, the plan was slightly more complicated for the tower controllers. Plan A was to move their operations to the old control tower at the terminal, but with the tower and terminal sustaining damage, it was not safe. They had to resort to Plan B, moving to Delta Air Lines' ramp tower. Controllers brought their "to-go" bags with radios and phones, and were ready for airplanes before the airport reopened.



A technician assesses damage in the tower cab.

"We were dealing with a bigger situation with the virus, and after we were able to get through the earthquake emergency part of it, we could see those contingency plans being fine-tuned and implemented," said Mike Ralph, the Air Traffic General Manager. "The preparedness of the folks in the Salt Lake Valley was tremendous, and it really goes to show you need to take those plans seriously."

After accounting for all personnel, technicians quickly shut off the water valve on the fire suppression tank. They assessed the equipment room, electrical room and mechanical room, and fortunately there was no damage to the critical infrastructure. Boilers and chillers remained online. In an assessment of airfield equipment, they discovered the extent of the damage was a redundant power supply and an approach lighting component that were knocked out of service. The most significant equipment damage was to the surface surveillance system mounted atop the tower, in which

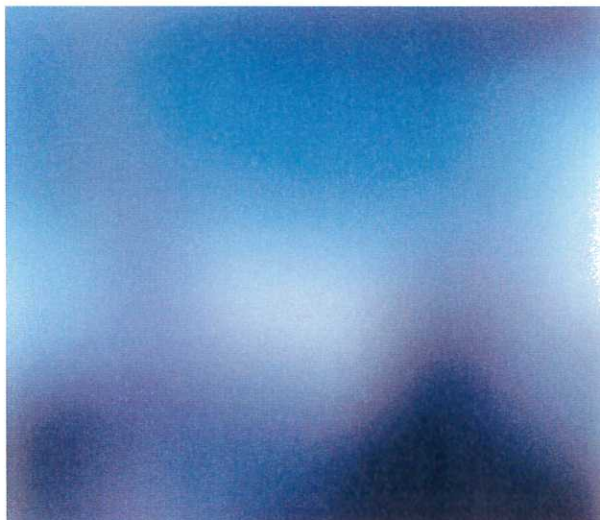


Controllers back in the tower two days later.

Jim Farasatpour, who has inspected and evaluated about 1,000 air traffic control towers around the world that experienced seismic-related damage, received a call from Daniel Suarez, the Western Service Area Tech Ops Field Incident Response representative, around 6:20 a.m. Pacific time and was out the door minutes later to catch a flight from LAX to SLC.

When the plane landed less than three hours later, it stopped on the tarmac, and Farasatpour was shuttled to the tower and TRACON to begin his inspection immediately. By about 5 p.m., he had cleared the base building and TRACON for controllers to return.

“Then we turned our attention to the tower, which had been severely damaged by the water from the fire suppression tank that flooded from the ninth floor down,” he said. “I had to make sure the EOSH folks and elevator repairmen could work safely to start restoring the facility.”







Back in the tower

Farasatpour did a full inspection of the 23-story tower, from the bottom, where the flooding was at its worst, to the very top, where the destroyed surface-detection equipment is located. Fortunately, the fire suppression tank — one of three in the tower — had not been damaged; it had released water due to a sensor malfunction causing it to send water to a full tank below, resulting in an overflow that saturated the walls all the way down to the bottom. Overall, he was pleased with the endurance of the tower under the circumstances, saying “the tower structure offers a superb and robust seismic resistance.”

After determining the structural safety of the facility, Farasatpour had to make sure the tower met fire safety regulations before workers returned, which meant ensuring a functioning fire alarm system, refilling of the suppression tank, and ensuring the stairwell had negative pressure so that smoke would not enter it in the event of a fire.

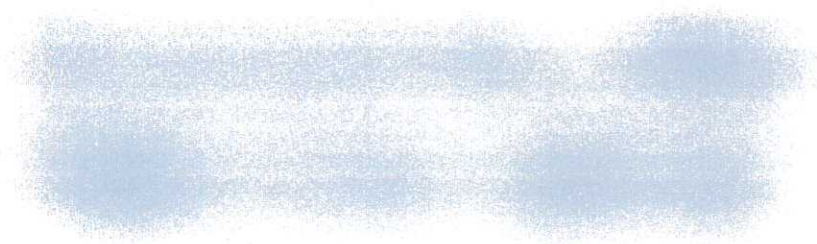
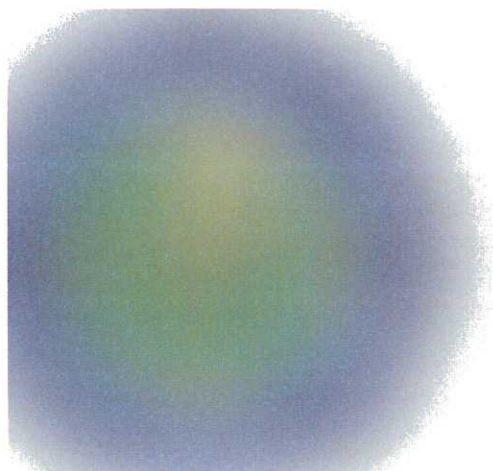
After two full days of hard work by the many folks involved, the tower resumed full operations on Friday at 5 p.m. Furthermore, Farasatpour determined in an inspection of Salt Lake Center, that it was structurally safe.

“Everybody worked together, Air Traffic, Tech Ops; it was a great success all around,” he said.

While the mobile tower was never deployed for operations due to the quick return to normal operations at the permanent facilities, it served as an essential backup. Salt Lake Tower is continuing operations as repairs are made to the tower building and the surface surveillance equipment is rebuilt.

“This is where you find out what people are made of, and to say that everybody stepped up and did everything they could to accomplish those goals is an understatement,”

Ralph said. "It was really good to see folks come together like that."



[Covid 19](#)

[Air Traffic Control](#)

[Earthquake](#)

[Salt Lake City](#)

[Aviation](#)

[About](#) [Help](#) [Legal](#)

Get the Medium app



## Transcript

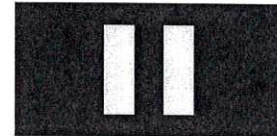
[More Text](#) | [Add to My Clips](#)

[Zoom](#)

**Include In Report**

**KSL-AM (Radio) - Salt Lake City, UT**

+ Station Reach: 147,400



05/26/2020 10:21:48 AM

[Clip Editor](#)

**KSL 5/26/2020 10:21:49 AM:** ...come greg from late and I understand that you may have caught a flight to California this weekend how did that go that's correct it my wife my flew out to california on Delta we went through the **Salt Lake** airport I want to say both the **Airport** authority and the Airlines seem to have their act together safer on that flight and I did go into homes or Garden center here from the local area was a pet was packed beg the flight birth could hear was the flight packed with the was it you know and Delta blocked all the middle seat and in coaching in first class we only had one of the two seats filled so the plane was not over overcapacity in any respect awesome I didn't I may be flying on June third of us could you du wear mascara what was the Yeah he's a liar you're do you do get out of your mouth when you're on the flight which is no big deal it doesn't affect their ability to provide service they do you hand out water and snacks for you and you can eat them truly you're seeing do they have the mountain they tossed the match from the front help bail out the bank that pre prepared got a fan Teri liken it to a different picture and and stuff and they can get that bag to move to block bag with those items in a talking whatever listeners name greg from late we appreciate you calling in don't hang up and one more question for me that is you went to california did you when she got there what was that like we food Sacramento and the **Airport** authority there again seemed to have things well in hand the most unique thing was getting on a bus go to the rental car and limited it for 10 passengers the County we want to we checked obviously all the websites detect infection rate from the lab and we're going to lower impact County in California but everything out there are things to be operating fairly well built a lot of restrictions like we had here in utah some restaurants were open for carryout only and things like that thanks gregg recalling them thanks for listening to the David Janet the show with guest host Amy Donald said as amy said you plan on traveling June third have you thought about changing those plans are now know it's to see my family was actress Mr. run erased those has been canceled but I hate that we talked my sister was going around with Neymar setting up and see my parents and part of it is a nice my parents I was lucky to see the beginning of ...

\* This copy is real time computer generated. Your keyword is highlighted, other text will vary in accuracy due to speaker dialect and audio quality issues.

Ads by Google

Stop seeing this ad Why this ad? ▸

Home » Commentary » Be careful using this money-saving car rental trick

## Be careful using this money-saving car rental trick

By Christopher Elliott | June 4, 2020



It used to be a reliable money-saving car rental trick: Reserve a vehicle at an off-airport location and take an Uber or taxi over. You can easily knock off 10 percent or more in airport fees.

Unfortunately, that loophole is closing.

Elliott Advocacy is underwritten by [Allianz Travel Insurance](#). The Allianz Travel Insurance company has built its reputation on partnering with agents all around the world to provide comprehensive travel insurance for their clients. Contact [Allianz Travel Insurance](#) for a comprehensive list of coverage.

Car rental customers who have tried this money-saving trick recently have reported having to pay concession fees to U.S. airports even if they didn't use an airport rental location. The charges have been quietly imposed by municipalities in an apparent effort to boost revenue. In the process, airports are curtailing a strategy for saving a few dollars on a car rental — unless you're prepared to lie about your itinerary.

### WHAT'S YOUR PROBLEM?

Elliott Advocacy is a nonprofit organization that offers free advice and advocacy for consumers. If you need help with *any* problem, please [contact us through this form](#). You can also post your question on our [public help forum](#). We're here to help.

[Get Help](#)

### PLEASE SUPPORT THIS SITE

If you've benefitted from the advice, advocacy, or executive contacts on this site, please consider supporting us. You can [become an underwriter](#) today and join our cause.

[Donate](#)

### POPULAR CATEGORIES

[Airline Problems](#)

[Cruise Fiascos](#)

## Did you fly here? If so, you must pay the airport fee

Consider what happened to Art Kraus in Salt Lake City recently. When he arrived at a downtown location to pick up a rental vehicle, an Enterprise representative said he would have to declare whether he'd flown into Salt Lake City. If he answered yes, he'd have to pay an 11 percent fee in addition to the \$322 rental charge.

What's going on here?

Kraus, a retired federal employee, says the Enterprise employee told him that the city adopted the fee policy "to prevent people from avoiding airport rental fees by flying in and then renting off-airport."

Laura Bryant, a spokeswoman for Enterprise, also attributes the airport charge, which has become common for off-airport locations, to local authorities who don't want customers dodging airport fees.

"When you pick up a car, you have to show your driver's license," Bryant says. "If they see an out-of-state license, they'll ask if you flew in. If you flew in, you have to pay the airport fee."

Even if you didn't get there in an airport courtesy van? "Even then," Bryant says.

## Are there still some car rental locations where this money-saving trick will work?

There's no quick and easy way to find out the airports at which local authorities are trying to prevent fee dodging or how they're doing it. Salt Lake City International Airport confirmed that it assesses the airport concession fee for off-airport rental car companies that connect with their customers at the airport.

"These companies will typically use a shuttle van or bus to pick up or drop off their customers at the airport's rental car center and have signed concession agreements with the Salt Lake City Department of Airports," said Nancy Volmer, an airport spokeswoman. She added that this arrangement has been standard practice in Salt Lake City for more than a decade and is codified in its concession agreement.

The Salt Lake City contract prohibits a car-rental company from intentionally diverting "through direct or indirect means" any rental car or related business with the airport's customers without including such transactions in the concession's gross revenue.

Problem Solved

Travel Troubles

### ANSWERS

Here are the answers to the top coronavirus travel

#### questions

Do you need a comprehensive guide to help you handle all of your coronavirus travel questions? No worries, the Elliott...

Coronavirus fears: What you need to know about canceling your

#### vacation

Have Coronavirus fears caused you to consider canceling your upcoming vacation? If so, you aren't alone. In recent weeks, pleas...

Will travel insurance protect you during the coronavirus

#### outbreak?

David Klement wants to know if his travel insurance will protect him during the coronavirus outbreak. Specifically, could it get...

How to fix your own consumer problem

You can fix your own consumer problem. If you're having trouble with a product or service, there is a way...

Do not let coronavirus panic make you cancel your trip right

#### now

Coronavirus panic is at full throttle. In the last week, we've received

"The purpose of the clause in the agreement is to prevent car-rental agencies from diverting customers to off-airport locations," Volmer says, adding that car-rental companies at airports asked for the clause to protect their businesses.

Similar clauses are in place in the concession agreements for airport car rentals in Broward County, Fla.; Fresno, Calif.; Philadelphia; and San Francisco.

## Airport concession fees for rental car pick-ups many hours after a flight

Andy Podolsky, a retired consultant from Washington, D.C., says he saw a sign at an Avis location in San Diego warning that an airport concession fee would be collected "for customers who had flown in within 12 hours of vehicle pickup."

"There was no mention of the potential fee when making my reservation on Avis.com or in the confirmation I received by email, and the clerk did not ask how or when I arrived in San Diego," Podolsky says.



That's a switch from the old policy, at least in San Diego. Andy Abramson, a communications consultant from Los Angeles, used to rent cars in San Diego frequently.

"Back then, the fees only applied to rentals near the airport where they picked up and dropped off at the airport," Abramson says. "On the other hand, car-rental company locations that didn't provide pickup and drop-off at the airport didn't charge the fee. I think the pickup and drop-off was the key determining factor."

## The reach of airport fees for rental cars is extending

The [American Car Rental Association \(ACRA\)](#), a trade association for car-rental companies, has been monitoring the spread of airport fees with concern. "Airports have imposed this over our strong objections," says Sharky Laguana, an ACRA spokesman.

For instance, Orlando recently decreed that within a seven-mile radius of the airport, car-rental companies must charge a 10 percent "gross receipts fee" if the customer arrived at the airport within 24 hours of picking up a vehicle.

"Frustratingly, the money doesn't always go to the airport and is used in the municipality's general budget," Laguana adds. "The rental car companies get zero."

To avoid the fee, customers must sign a statement certifying that they did not land in Orlando within 24 hours, "but obviously we have no way to independently verify whether the customer is telling the truth."

## This money-saving car rental trick can still work — but maybe not as well

"Billions of dollars in airport fees are at stake," says Chris Brown, executive editor of Auto Rental News, an industry trade publication. Typically, businesses pay fees for the right to operate at an airport, but because municipalities also control taxes outside the airports, they can impose taxes on off-airport rental locations. "It makes financial sense for cities and counties to reach outside of the airport to charge an airport-use fee, although the move is likely to anger some car-rental customers."

hundreds of requests for assistance from fearful travelers...

### How long should I wait for my coronavirus refund?

Hang on! That's what I told Laureen McCluen when she contacted me about her Airbnb reservation in Washington, D.C. She...

### These cruise itinerary changes ruined my trip! I want a refund

The cruise itinerary changes on Iris Fennel's recent Baltic Sea journey completely ruined her trip. She says Norwegian's Breakaway sailed...

### This is what happens when you don't want to tip on your cruise

What if you don't want to tip on your cruise? Or maybe you're not against cruise gratuities, but prefer to...

### You should never skip parts of your flight. This is why

What happens if you skip parts of your flight itinerary? Charlie Williams will tell you -- nothing good. On the...

"It appears a loophole is closing," he says.

The only way to avoid these fees is to answer no when a car-rental agent asks you whether you used the airport recently. Kraus says he told the truth and paid \$357 for his 15-day rental.

"The price was still about half of the cheapest rate I saw at Salt Lake City airport," he adds. ([Christopher Elliott, Elliott Advocacy](#))

Share this:

Tweet

Share 49

Print

Email

---

#### About the Author

[Christopher Elliott](#) is the founder of [Elliott Advocacy](#), a 501(c)(3) nonprofit organization that empowers consumers to solve their problems and helps those who can't. He also hosts a [weekly consumer advocacy podcast](#) on Spotify. He's the author of numerous books on consumer advocacy and writes weekly columns for King Features Syndicate, USA Today, and the Washington Post. If you have a consumer problem you can't solve, contact him directly through his [advocacy website](#). You can also follow him on [Twitter](#), [Facebook](#), and [LinkedIn](#), or sign up for his [daily newsletter](#). Read more of [Christopher's articles here](#).

POSTED IN COMMENTARY

---

[Previous Story](#)

[Next Story](#)

## HELP US HELP YOU

I'm a consumer

Consumer advocacy is difficult and dangerous work. We rely on individual supporters to cover the sizeable costs of publishing a daily news site.

[More](#)

I'm with a company

Elliott Advocacy works with forward-looking companies who want to be associated with our advocacy mission. Find out how to get involved.

[More](#)



## Coronavirus: The Latest ×

### House to vote Friday on more virus aid, despite GOP skeptics

UTAH POLICE/COURTS SALT LAKE COUNTY

# Former Salt Lake airport director arrested in child porn investigation

By Pat Reavy | @DNewsCrimeTeam | May 15, 2020, 9:07am MDT



Randall Darwood Berg, 69, of Draper, the former director of operations for the Salt Lake International Airport, was charged Friday with 25 counts of sexual exploitation of a minor after authorities allegedly found tens of thousands of images of child pornography on his electronic devices. | Salt Lake County Jail

**SALT LAKE CITY** — The former director of operations for the Salt Lake City International Airport has been arrested by the Internet Crimes Against Children task force.

Randall Darwood Berg, 69, of Draper, was booked into the Salt Lake County Jail Wednesday and charged Friday in 3rd District Court with 25 counts of sexual exploitation of a minor, a second-degree felony.



The investigation began in January when Google reported to the National Center for Missing and Exploited Children that someone was uploading suspected child pornography to a Google Photos account, according to a police affidavit.

The account was traced to Berg's home in Draper. An investigator from the task force looked at the Google file and "found approximately 30,000 images of child pornography in the Google account," charging documents state.

The children in the pictures were between the ages of 5 and 13, according to the affidavit.

On Wednesday, investigators served a search warrant at Berg's home. He told authorities that he had been viewing child pornography for nearly 20 years and searches for children as young as 8 years old, the affidavit states.

"Berg described the child pornography images he intentionally searched for and viewed as 'classy stuff' and admitted he had been intentionally viewing child pornography since at least 2001 or 2002," charging documents state.

During a search of his desktop computer, approximately 19,000 images "similar to those found on his Google Photos account" were found in the recycle bin, the affidavit states.

Prosecutors noted in the charges that Berg is "a well-known and well-connected professional in the aviation industry, including having formerly served as the director of operations for Salt Lake International Airport," and have requested he be held without bail, fearing he "can flee the state of Utah with ease."

Berg, now retired, has been working with airports in Utah, California and Washington for 40 years.

"Berg served for nearly 15 years as director of airport operations for the Salt Lake City Department of Airports. In this position he was responsible for the daily operations of the Salt Lake City International Airport," according to his bio on [aeroplex.net](http://aeroplex.net).

After leaving the Salt Lake airport, Berg was the director of aviation for King County Washington at Boeing Field from 2016 to 2018.

The task force has requested that if Berg is able to make bail that he be forced to surrender his passport, wear a GPS ankle monitor, not be allowed to access the internet, and not have contact with anyone under the age of 18.

A spokeswoman with the Salt Lake airport declined comment Friday about his arrest.

SPONSORED 15



**Window well covers improve home safety, security, and give home a finished look**

**READ MORE >>**