



Salt Lake City  
Department of Airports

**February 2017  
Media Clippings**

**Advisory Board Meeting**

<b>SLCDA Airport Advisory Board Feb. 2017</b>		
<b>Date</b>	<b>Media Outlet</b>	<b>Subject</b>
1/24/2017	Construction Equipment Guide.Com	The New SLC
2/8/2017	CNN	The New SLC
2/3/2017	CNBC (+34 stations)	The New SLC
1/31/2017	CNBC (Live remote)	The New SLC
2/6/2017	BYU11 News	The New SLC
1/22/2017	KNRS Radio	The New SLC
2/8/2017	Salt Lake Tribune	Bonds for the New SLC
2/9/2017	KTVX ABC4	Bonds for the New SLC
1/30/2017	MuniNetGuide.com	Bonds for the New SLC
12/1/2016	Utah Business Magazine	The New SLC
1/21/2017	KSL TV	Snow removal at the Airport
1/23/2017	KTVX ABC4	De-icing aircrafts
1/18/2017	Deseret News	Airport security
1/13/2017	Salt Lake Tribune	Firearms seized at SLC airport
1/17/2016	KUTV 2 News	Firearms seized at SLC airport
2/1/2017	KREM (Idaho) TV	Loaded gun on bag headed to SLC
1/17/2017	Salt Lake Tribune	Wingpointe Golf Course
2/7/2017	Salt Lake Tribune	SLC Golf (Wingpointe)
1/25/2017	KXTV - Sacramento	New Southwest flight



## Salt Lake City Airport Undergoing \$2.9B Expansion

TUE JANUARY 24, 2017 - NATIONAL EDITION

BY LORI TOBIAS



Salt Lake City International Airport photo The new facility will be built to current earthquake standards and sized to meet Salt Lake's growing and changing needs.





Fifty-five years ago, the Salt Lake City International Airport was built to service about 10 million passengers, but five decades later, the Delta Air Lines hub now sees more than twice that number of travelers. There was no doubt it was time for a new airport, an airport designed for the "next generation" of travel. The first phase is set to open in 2020 and a second phase four years later. The new facility will be built to current earthquake standards and sized to meet Salt Lake's growing and changing needs. It will be easy to use, efficient, sustainable and cost-effective. At least that's the plan for the \$2.9 billion project.

"The Airport has spent years assessing the best approach to a flexible design that meets operational needs, user convenience and sustainability," said Nancy Volmer, director of Public Relations & Marketing, Salt Lake City Dept. of Airports.

"The new terminal will be designed to meet Salt Lake City's needs for decades to come and be adaptable to the constantly changing aviation industry. The new building will have state-of-the-art functionality and ease-of-use. The new terminal will eliminate airplane-parking bottlenecks and allow airlines to get their planes back in the air more quickly, meaning fewer delays for passengers. A single terminal will eliminate redundant facilities for passenger check-in, security screening and baggage claim."

The new building also will aim for meeting a LEED Gold rating from the U.S. Green Building Council.

But building a new airport in the shadow of the existing one is no small task. Construction crews with the joint venture of Holder-Big-DConstruction (HD) have been on the job since 2013.

"The project involves 4 million square feet of construction," said Fred Groome, HD general supervisor.

"That's 1.1 million for the terminal and the concourses are 450,000 sq. ft. each. Parking is 1.7 million sq. ft.

"What we've done is we have fenced ourselves separate. We are outside of security. Ninety-five percent of the construction will be done without any interface with existing operations. We have a zero impact on what they are doing day to day. We are like the neighbor next door. We communicate weekly with airport department heads."

The most important consideration is ensuring the existing airport is able to maintain operations, Groome said. Second to that is that the construction has zero impact on the ongoing travel operations at the airport.

Although winter is upon the city that is the gateway to some of the country's most acclaimed skiing, the snow will not slow down the work, Groome said.

"That's what we do, we are in construction," he said. "We move the snow out of the way and keep going."

The bigger challenges include working next to the Great Salt Lake.



“We have this nice basement structure going in,” Groome said. “We had to put in cut off walls and shoring systems to get us in that basement. We’re talking about doing things to protect existing facilities while we dig out a lake bed. We have started reaching the bottom of the excavation. We had to drive piles and build our foundation system and get back to grade. That is probably the biggest challenge we have — just getting out of the ground.

“Because we are right next to the Great Salt Lake, there is water in layers, only five to seven feet below ground surface. As you dig you have water, you have to hold back the water. You have to maintain control of that water and of the sediment. You have to monitor everything around you and have a good plan in place to get back to grade, which is to construct the tunnel.”

Another challenge is the shortage of construction workers. One of the ways, HD deals with that is by pre-fabricating components off site, then trucking them in.

“For instance, all mechanical rooms, electrical rooms — instead of sending in individuals, you build shop type components. Piping would be done in large pieces and brought in on tractor trailers. You could do the same thing with stairs, risers, fabricate longer lengths and drop them in with a crane. It saves you on efficiency and manpower and safety issues. It also helps with schedule.”

Another aspect of the job calls for the installation of 7,000 stone columns.

“We had five different cranes that were set up,” said Sebastiano Cardella, supervisor. “We used 100 and 200-ton cranes, Liebherr models. “We used the dry feed method to install the columns, which involves pumping air down the void created by the Vibro Machine. Once the stone columns were installed, there is a mix between concrete soil mix wall and conventional H pile and lagging shoring system.”

With the deadline for completion less than four years away, crews are right on schedule and have already completed the new 500,000-sq.-ft. (46,451.5 sq m) consolidated rental facility.

“Construction on the new rental car service facilities at Salt Lake City International Airport began in November 2014 and concluded in January 2016,” Volmer said. “The new buildings, currently in use by rental car providers, include a centralized Quick Turn Around (QTA) facility and three rental service sites (RSS). The QTA is used to wash, fuel and store vehicles and the RSS buildings are used for light maintenance and house administrative offices.

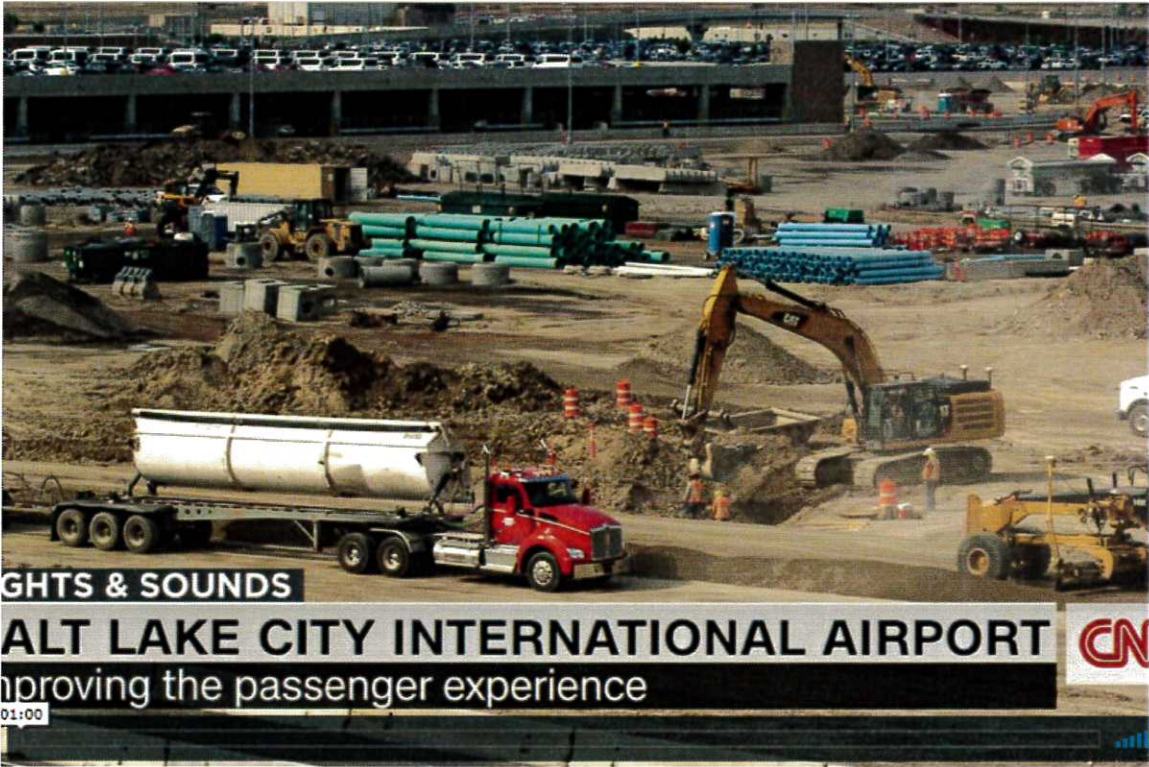
“The completion of these facilities included 25,000 tons of asphalt paving delivered in 1,667 truckloads, 170 miles of electrical wiring and 19,000 cubic yards of concrete. The four facilities total 502,000 square feet The completion of these facilities marks a major milestone for the rebuild project.”

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## TRENDING STORIES



**HTS & SOUNDS**

# **SALT LAKE CITY INTERNATIONAL AIRPORT**

Improving the passenger experience



01:00







- The Weather Channel
- KOLO (Reno, Nev.)
- KPLC (Lake Charles, LA)
- KTIV (Sioux City, IA)
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- KRNV (Reno, Nev.)
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- KULR (Billings, Mont.)
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- WVIR (Charlottesville, VA)
- WVTM (Birmingham, AL)
- WITN (Greenville, NC)
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- KCRA (Sacramento, Calif.)
- KGET (Bakersfield, Calif.)
- KVOA (Tucson, Ariz.)
- KCYC (Casper, Wyo.)
- WAND (Chicago, Ill.)
- KSNF (Joplin, MO)
- KMOT (Minot, ND)
- WUTQ radio (Utica, NY)
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- WBBH (Fort Meyers, Fla.)
- WRAL (Wilmington, NC)
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### The Weather Channel - U.S. Cable AMHQ

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**2/3/2017 6:40:29 AM:** ...would have taken from me, i bought tubs of hot fudge i was bringing back to maria and mike betts. >> you can go back and mail it. >> i don't have time to mail it. >> it might be worth it to miss the flight and take the next one. >>> lots of football fans flying into houston for the game. some airlines have added extra houston bound flights. people are flying more than ever. can our airports keep up? >> fly into salt lake city, and you'll find an airport that looks far better than others in america. underneath, it's straining handling twice as many passengers designed for when built in 1961. right next to old terminals, salt lake is building an all new airport. the cost \$2.9 billion. >> in many cases, airports in particular, you build on same footprint you occupy. often times you try to remodel the kitchen while cooking thanksgiving dinner. >> phase one won't be done until 2020. when completely finished in 2023, more will fly into utah's cap top. nebraska of people flying in the u.s. keeps soaring. more flights, congestion and talk that this will lead to jams on the tarmac. >> there's a huge amount of money needed to invest in airport terminals terminals and on the runways. a great terminal isn't great if you can't ld or take off. >> it's estimated fixing all of america's airports could fix up to \$75 billion. more money than what congress is likely to authorize. airlines like delta are stepping up. it's investings in new terminals including the hub here in salt lake city city. >> security, gate boarding, check in will be completely revamped. >> invest n. the future of travel as more americans than ever take to the sky. >> delta is investing \$12 billion in infrastructure projects around the country. other airlines are making similar investments. we use to talk in manies all the time. now consistently talking in billions. >> that does seem to be the case. >>> we'll take you through next couple days. it's the weekend. happy friday everybody. today it's cold across the eastern half of ...

2/3/2017 6:40:48 AM

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**CNBC 1/31/2017 7:55:02 AM:** ...quickly as possible. guys, you fly as much as i do. you know which airports when you're scheduled to go somewhere, you just kind of roll your eyes and go, oh, please, just get me in and out as quickly as possible. there are some real dogs in this country. salt lake city is actually a nice airport, but it was built in 1961. it's time for it to be update pd. coming up later, we're going to go to the construction site. >> phil, you mentioned dogs. you kind of think of the three of them that we end up dealing with constantly. please, which terminal am i flying out of. >> they're not like the dogs of the dow. >> and the problem is, guys, the problem in the east coast, you're landlocked. you're not only have to update those airports, in many cases you'reing a new airport on the land right next to the existing airport. that's what's going to have to be done. >> and trying to do that while they have the enormous number of flights coming through. you get it. you understand why it's complicated. >> but phil, does infrastructure include a baggage system? i don't care, i'll walk up an escalator that's broken. depending on which airport, sometimes i get to the baggage claim, like in jacksonville, and my stuff is like, where you been? it's waiting for me. newark, it's been as long as the flight at different times. most of the time i'm in there filling out the forms for lost luggage when it finally comes. >> reporter: that's all part of the update of these airports. it is the baggage system as well. joe, you just hit on it. you mentioned certain airports. immediately you go, oh, no, no, i don't want to fly into there. but you're stuck. that's where you have to go. >> what am i going to do, drive to philadelphia? i can't. you can't. >> you ever get your stuff in davos? >> i haven't yet. >> you really haven't? >> no. >> lucky your prescription drugs weren't in there, if you know what i'm talking about. >> i have no idea what you're talking about. >>> coming up at the top of the hour, former white house press secretary ari fleisher joins us. then cisco releasing its annual report on cyber security threats. you can squawk returns. we'll get the details when squa ...

1/31/2017 7:54:49 AM

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Topic The New SLC

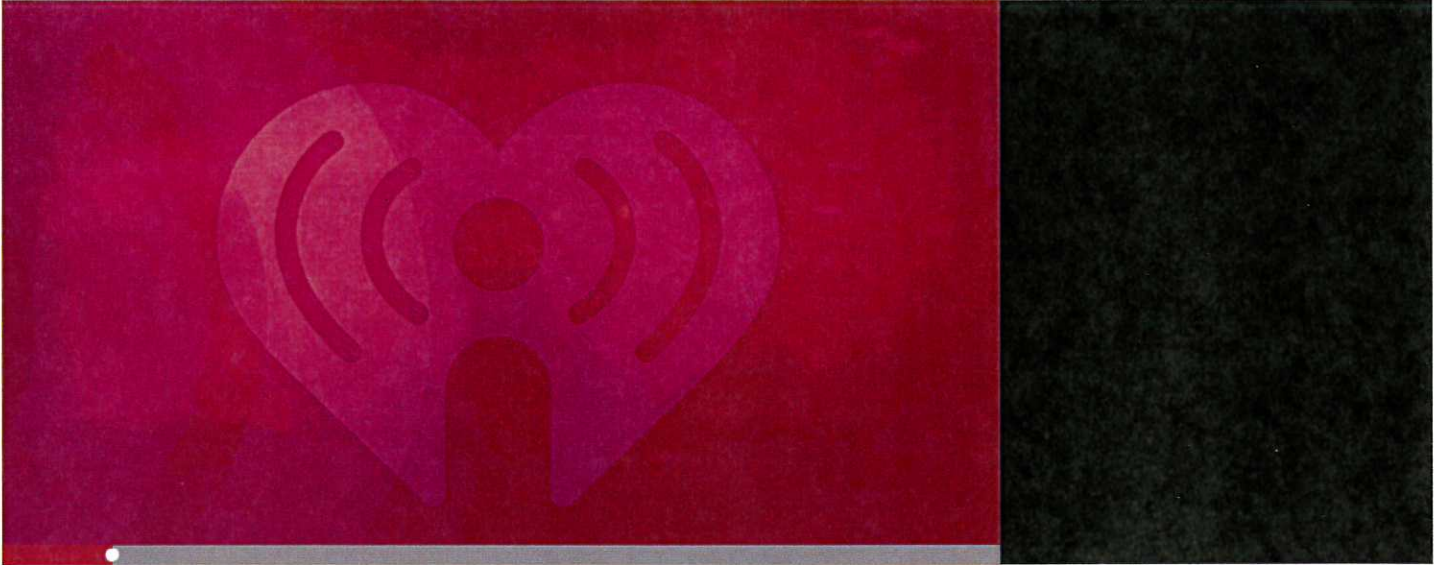




## Feedback with Abby Bonell-Nancy Volmer

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Feedback with Abby Bonell-Nancy Volmer

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## Salt Lake City International Airport bond sale yields \$1B for expansion

The Salt Lake Tribune

Published: February 8, 2017 04:57PM

Updated: February 8, 2017 10:25PM

**Funding • Officials say investor demand, confidence are strong.**

The Salt Lake City Department of Airports announced the sale of \$1 billion in revenue bonds, proceeds of which will go toward the \$2.9 billion airport reconstruction and expansion.

Airport officials said in a statement that strong demand and investor confidence resulted in the 30-year bonds being sold at rates below 3.8 percent.

"We are pleased with the strong response," said Ryan Tesch, SLCDCA director of finance. "It is rare to have the chance to commence a major financing program with a completely clean slate, but that's what we did and the market clearly responded very favorably."

Tesch referred to the fact the airport paid off its last bond issue in 2008 and, until Wednesday's sale, was the largest U.S. airport with no outstanding debt.

The \$1 billion will go to the reconstruction project that includes a new terminal, two concourses and a parking garage. The first phase is expected to be completed in 2020, with the second phase targeted for a 2023-24 completion.

Funding sources include passenger facility charges, rental-car facility charges, federal grants and cash.

Salt Lake City International Airport is the 25th busiest in North America, with more than 330 flights daily to 91 nonstop destinations.



Courtesy Salt Lake International Airport A rendering shows a view of what the airport remodel may look like.



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**KTVX-SLC (ABC) - Salt Lake City, UT**  
**Good Morning Utah**

+ Local Market Viewership: 3,578  
Local Publicity Value: \$163.40 per 30s

**KTVX 2/9/2017 5:00:59 AM:** ...how much. [a3]show open-server good morning utah show open emily good morning utah... i'm emily clark... and, i'm brian carlson. it's 5 on this thursday. brian new this morning... money is coming in to help pay for the new **Salt Lake Airport**. the salt lake city department of airports announced a sale of \$1-billion dollars of airport revenue bonds. the sale will help fund a portion of the new airport terminal, two concourses and a parking garage. the first phase of the new **Airport** will be completed by 2020. the other phases will be completed around 2023. this is the first time the airport has issued bonds in more than 10 years. brian also new this morning... two teenage girls, listed as runaways from missouri, have been found here in utah. they were found at a gas station in green river on monday. the girls were on their way to las vegas. they left their cell phones in the bathroom of the gas station so they wouldn't be tracked. but they later came back to that gas station to get their cell phones. the gas station clerk became suspicious and called emery county sheriff's office. a deputy questioned the girls and took them into custody. a person driving the girls to vegas was allowed to go back to st. louis. police from st. louis and the fbi are both investigating. and... we have an update on an accident that killed a woman in sandy. police now identify the woman as 65-year-old rhonda crebs. police say crebs was hit by more than one car, when she was crossing the street at 700 east and 105th south. however, she didn't use the crosswalk. police say one of the cars involved in the accident didn't stay at the scene. if you have any information, call sandy police. emily and new this morning... cottonwood heights police need your help in finding this man, who is a suspect from an armed robbery. police say the robbery happened at a game stop on park center drive. if you know any information about this or recognize this man, call cottonwood heights police. emily and new this morning... a three car crash sent one person to the hospital. it happened at 2250 west and 4700 south in taylorville. police say one person is critical condition. we'll bring you more information as it becomes available right here on abc 4. [a11]midvale robbery-ots vo emily unified police now need your help finding a bank robbery suspect. police say... the man in these surveillance pictures



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# Salt Lake City Revenue Bonds (Airport) – MuniNet Featured Bond \$952 Million

Jan 30, 2017

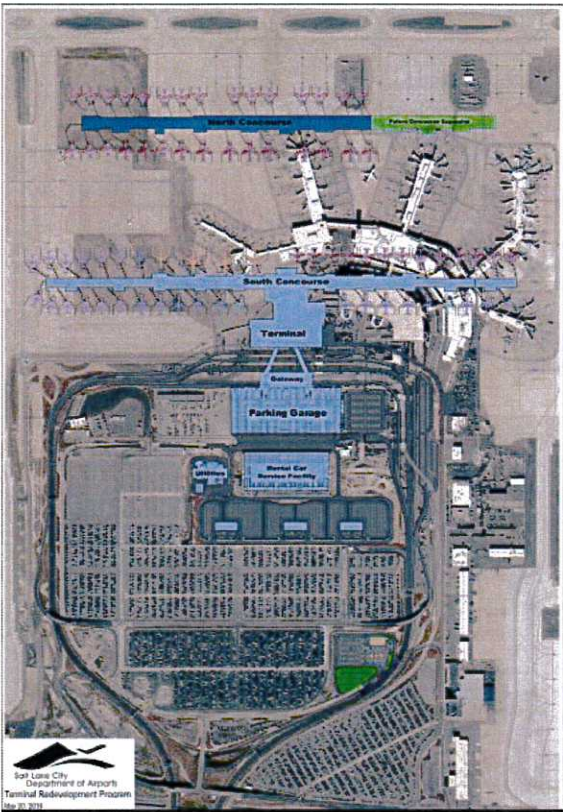


(Depositphotos\_©-tupungato)

## Featured Municipal Bond in the Market, Week of 01/30/2017: Salt Lake City Revenue Bonds (Airport) – \$952 Million

This week's featured bond comes from the State of Utah. Salt Lake City is issuing airport revenue bonds in the amount of \$952 million the week of January 30, 2017. These Salt Lake City revenue bonds are scheduled to be issued in two series: Series 2017A is \$754 million in airport revenue bonds that are subject to the Federal Alternative Minimum Tax, but are otherwise tax-exempt; Series 2017B is \$199 million in airport revenue bonds that are fully tax-exempt. The purposes and uses of the bond proceeds are to partially fund the Terminal

Redevelopment Program and North Concourse Programs, which seek to make major changes to the Salt Lake City International Airport. The Preliminary Official Statement of this bond issue provides a useful map, giving a general overview of the planned changes:



(<http://muninetguide.com/wp-content/uploads/2017/01/Salt-lake-city-airport-changes.jpg?x34704>)

The bonds are secured by a pledge of net revenues of the Salt Lake City Airport System. No liens on property or taxing power, nor a pledge of full faith and credit exist. Further details on the purposes, redevelopment programs, security, and other matters pertaining to these Salt Lake City revenue bonds can be found in the preliminary official statement, provided by MuniOS (<https://www.munios.com/munios-notice.aspx?e=3QHS6>).

As of November 2016, the Salt Lake City Metropolitan Area has an unemployment rate of 2.4%, which is 0.4% lower than the same time last year, and 2.2% lower than the national rate.

Salt Lake City International Airport		
Characteristic	As of 06/30/2016	
	SLC Int. Airport	Large Airport Medians 2015-2016
<b>Balance Sheet</b>		
Total Liabilities (\$000s)	\$73,412.00	\$2,265,626.00
Unrestricted Fund Balance (\$000s)	\$209,704.00	\$203,600.00
<b>Income Statement</b>		
Landing Fees (\$000s)	\$27,023.00	\$73,327.00
Net Operating Income (\$000s)	-\$10,689.00	\$9,938.00
Revenue Over Expenses (\$000s)	\$50,512.00	\$38,032.00
<b>Margins</b>		
Operating Margin %	-7.58%	2.96%
Profit Margin %	24.98%	7.43%
<b>Cash Flow Ratios</b>		
Cashflow to Total Debt % (As of 06/30/2015)	1139.43%	8.10%
Total Debt to Cashflow	0.00%	12.30%
<b>Liquidity Ratios</b>		
Current Ratio	5.90	2.70
Days Cash on Hand	982.R	426.1
<b>Capital</b>		
Long Term Debt to Capitalization %	0.0%	58.9%

Information courtesy of Merritt Research Services, LLC. These facts and numbers are for informational purposes, and should not be considered an official disclosure for potential investors. Investors should consult the official statement.

(<http://muninetguide.com/wp-content/uploads/2017/01/Municipal-Bond-Featured-Snapshot-Salt-Lake-City-International-Airport.jpg?x34704>) Provided at left is a quick snapshot of financial characteristics of the Salt Lake City International Airport as of 06/30/2016, along with the medians for other large airports for 2015-2016, courtesy of Merritt Research Services, LLC (<https://www.merritresearch.com/>). Merritt has many of the sector medians publicly available and regularly updated on their Benchmark Central (<https://www.merritresearch.com/benchmark-central>) page. (Merritt believes the data to be reliable but does not make any representations as to its accuracy or completeness). In addition to the Merritt information related to the featured bond, more information can be found on our municipal bond calendar, (<http://muninetguide.com/municipal-finance/municipal-bond-calendar/>) city, state, and county (<http://muninetguide.com/demographics/utah/city/salt-lake-city/>) pages, and our employment database ([http://muninetguide.com/employment\\_data/Utah/?state=Utah&metro\\_area=MT494162000000&metro\\_name=Salt%20Lake%20City,%20UT%20Metropolitan%20Area](http://muninetguide.com/employment_data/Utah/?state=Utah&metro_area=MT494162000000&metro_name=Salt%20Lake%20City,%20UT%20Metropolitan%20Area)).

*These facts and numbers are for informational*



Salt Lake City – **LENDIO**, a marketplace for small business loans, secured \$20 million in funding from Comcast Ventures and Stereo Capital with participation from existing investors Napier Park, Blumberg Capital, Tribeca Venture Partners and North Hill Ventures. This round of capital will be used to accelerate Lendio's growth through marketing, sales and brand awareness.

Holladay – Construction is underway on a new premium theatre complex called **LARRY H. MILLER MEGAPLEX LUXURY THEATRES** at the former Water Gardens theatre location in Holladay, Utah. The new Larry H. Miller Megaplex Luxury Theatres at Cottonwood is expected to open to the public in early 2017. The theatres will feature premium amenities, including six digital auditoriums, heated power recliners, luxurious private meeting and event space, luxury D-Box seats, gourmet food and dessert options, and more.

Salt Lake City – Locally owned and operated At Home Furniture changed its name to **IVY INTERIORS**. The store, located at 3174 Highland Dr. in Salt Lake City, was founded by Brad and Lynne Davis in 1992. According to Lynne Davis, the name change was brought about due to the introduction of the national furniture chain At Home into the Utah marketplace. At Home and At Home Furniture are not affiliated with one another.

✓ Salt Lake City – The **SALT LAKE CITY DEPARTMENT OF AIRPORTS** announced the budget for the Terminal Redevelopment Program has increased by \$350 million, primarily due to rising construction and labor costs. Estimated construction costs for the entire redevelopment program, which now includes the North Concourse, are estimated at \$2.9 billion as of November 2016.

Lehi – **FACE PAINTING ADVENTURES**, a face painting company based out of Lehi, launched a new website, [www.facepaintingadventures.com](http://www.facepaintingadventures.com). The newly designed website makes it easier for potential customers to evaluate the skilled work of their face painting artists and submit a request for hire. Previously only found on service websites such as Thumbtack, this is company's first foray into a web presence.

Salt Lake City – **CASH&CARRY SMART FOODSERVICE**, a warehouse-format store that has catered to the foodservice industry for more than 60 years, opened a new store in Salt Lake City. The new store is located at 370 W. Paxton Ave. next to Target.

West Valley City – **EL POLLO LOCO**, a fire-grilled chicken chain, opened a new location in West Valley. The new restaurant, located at 5675 W. Brud Drive is owned and operated by franchisee partner Poco Loco's LLC. The West Valley El Pollo Loco marks the fourth location to open in the state of Utah.

Salt Lake City – Accounting firm **DAINES GOODWIN & CO** joined **EIDE BAILLY LLP**, a regional certified public accounting and business advisory firm. The team at Daines Goodwin will move into Eide Bailly's Salt Lake City office, located at 5 Triad Center, Ste. 600.

Park City – **PARK MEADOWS COUNTRY CLUB** is planning a multi-million-dollar clubhouse renovation to upgrade infrastructure and create better functionality for club member service. The clubhouse remodel began in late November, with a scheduled re-opening in late summer 2017.

Draper – Madico Inc., a Woburn, Massachusetts-based manufacturer of automotive, solar, safety and security films, signed a definitive agreement to acquire select assets of **CLEARPLEX CORPORATION**, an established supplier of protection films based in Draper.

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## 'The best there is': Salt Lake International Airport's snow removal team works around the clock

January 21, 2017



SALT LAKE CITY — We've all been there. Sitting at the gate, ready to board a plane — and you're trapped.

But out on the ground, there's an entire team working around the clock to keep the runways clean and airplanes moving.

"Home in bed, nice and warm, and then the phone rings," said veteran driver Harvey Murphy, speaking from behind the wheel of his plow. "It usually rings about midnight, but this storm was a little later getting in than usual, so we got a little more sleep today."

This is controlled chaos, and Airfield Maintenance Manager Dusty Bills choreographs it all from behind a radio in his office. As many as 44 different vehicles are taking different paths across the airport at any given time.

Bills started his career as a plow driver in downtown Salt Lake City, but he said clearing snow from an airport is an entirely different beast.

"Downtown, each plow driver would have a certain plow route," he said. "Out here, it's very coordinated. There's certain methods that we use and we have to follow. It's very strict."

"Strict" doesn't even begin to describe it. Bills is governed by stacks of regulations from the FAA, which is very specific when it comes to keeping proper traction for aircraft. For example, his crews aren't allowed to use salt, which can corrode the planes.

"We actually use a combination of chemicals," he said. "Solids, liquids, potassium acetate, sodium formates and it's got to be approved through the FAA."

The regulations may be stringent, but making sure jets loaded with passengers don't slide off a runway is serious business — and sticking with standard snowplows doesn't cut it.

"We have some of the state of the art equipment of any airport in the United States," Murphy said.

Murphy has been at this job for 37 years. His title right now is "Lead Plow," at the head of an entire team of vehicles — most of which you'd never see outside of an airport.

"In this runway element, we have six plows and brooms and we have two 5,000 ton an hour Oshkosh snow blowers," Murphy said.



It's hard to miss one of those snow blowers. Resembling steamrollers, they shoot arcs of snow far into the air.

"That would be the SnowBlast," Bills said. "They're very specialized for airport snow removal."

When it comes to size, you might think their job's a small one. But Murphy said the area they keep clean is massive.

"The amount of acreage of pavement we have here is tremendous," he said. "You have a small area, but it's almost all paved."



A line of snow removal vehicles at Salt Lake International Airport. (Photo: Ray Boone)

But you can't just eyeball a runway; you can't just guess when it comes to how clean it is.

Out on the airport pavement, the buck stops with one man. One man, juggling two separate radios from behind the wheel of a yellow Saab sedan, in a constant state of communication.

"He's coordinating with the tower, with us, with the airlines," Bills said.

One man, who drives what looks like a taxi, but he's no cab driver. Not only is he responsible for making sure snow removal vehicles and aircraft stay far apart from one another, he's the final word on whether or not a runway is safe.

"Multitask is an understatement, what he does," Bills said with a laugh.

Technically speaking, this man is more of a scientist, which is appropriate, since his name is Darwin: Darwin Pech, the Operations Duty Manager.

"So we've been cleared to proceed down the runway," said Pech, while fiddling with a touchscreen mounted to his dashboard. "I've got my runway loaded, I've got 11,000 feet of a 12,000-foot runway that we're going to measure."

Pech's "taxi" is a bit of a transformer. A third wheel he lowers in the back measures the friction on the runway. Pech speaks in a lot of technical jargon, like "friction assessments" and "friction coefficient," which are essential terms when the sole purpose of your job is keeping travelers safe.

"0.6 and above is what we're aiming for," Pech said while cruising down the runway and pointing at his touchscreen. "Anything below a 0.4, we have to issue what we call 'NOTAMS,' or 'Notices to Airmen.' Anything below 0.2 is deemed unsafe."



Darwin Pech's "friction testing" vehicle drives towards a runway. (Photo: Ray Boone)

Pech drives a straight line, just left of the runway's center lights.

"The idea here is we're going to line up with what we consider to be the landing gear," he said. "It's about ten feet off the center line."

When he reaches the end of the runway, his screen gives him an average of three different portions of a plane's path. Pech refers to them as "touchdown, midfield, and rollout."

The numbers he sees aren't perfect, but none of them approach the "unsafe" standard of 0.2.

"The verdict on this runway is we're going to have to give it some attention," Pech said.

Whether they're testing the "friction coefficient," leading a line of plows, or managing it all from a radio in an office, everyone here has one simple purpose.

"Safety of the traveling public," Bills said. "That's the main goal."

It's something every member of this team takes pride in.

"The best there is," said Murphy while adjusting the path of his plow. "The best snow removal anywhere in the United States — probably the world."

"Obviously we're biased," Bills said. "We're pretty good at what we do."



Salt Lake International Airport's snow removal vehicles work in teams. (Photo: Ray Boone)

All bias aside, the team at Salt Lake International has received a lot of recognition, most notably, the Balchen Post Award.

"It's awarded annually to airports that receive the most snow and the fewest cancellations or diversets," Bills said. "Airports like Denver, Dulles, Reagan, JFK, they're all a part of that."

The Utah team has won it so many times, Bills can't even remember the exact number.

"You know I want to say 12, but I could be a little off on that," he said.

So when passengers are sitting at a gate, gazing out at a parked plane and wondering how long their delay will be, they can at least be certain of one thing: there's an army of people outside working 12-hour shifts, trying to get planes in the air.

"A satisfying day is when we keep the airport open, aircraft moving, without having to close it," Murphy said. "That's the best right there."



# Here's why crews power spray planes before take off

By ALI MONSEN | [amonsen@good4utah.com](mailto:amonsen@good4utah.com) (<mailto:amonsen@good4utah.com>)

Published 01/23 2017 05:26PM Updated 01/23 2017 08:48PM SALT LAKE CITY, Utah (ABC 4 Utah) - Next time you are on a plane preparing for take off, pay attention to what is happening outside the aircraft.

Cold precipitation -- like the rain and snow dumping down on Salt Lake City, Monday afternoon -- causes a lot of extra work for ground crews, and as Good 4 Utah's Ali Monsen learned, one small mistake can make for major safety concerns.

As Monday's winter storm rolled in and hundreds of planes flew out, crews at Salt Lake International Airport were trying to prevent aircraft from icing over.

Using a chemical called propylene glycol and high-powered hoses, about 90 staffers assigned to 28 deicing pads sprayed down every nook and cranny of every airplane that made its way to the tarmac.

"Aircraft are designed to be in a clean configuration. They need smooth airflow over the wings to take off safely, and anytime there's a contaminate on it like ice, snow, or slush, it can adversely affect safety of flight," explained Chase Syverson, Interim General Manager for Integrated Deicing Services (IDS) of Salt Lake City.

Deicing responsibilities are so significant, airlines do not usually have resources to manage them on their own. That is why most contract with IDS. The company operates at two towers, where coordinators communicate with ground crews and help direct pilots.

Experts say once the aircraft are in the sky, they are able to protect themselves from inclement weather.

"They can take power from the engines and divert air flow from leading edges, and it heats it up," Syverson explained.

While FAA regulations do not allow IDS to drain and reuse the propylene glycol solution on more than one plane, the airport does recycle it.

"Our reclamation people will scrub it, and take all the contaminates out of it... and they'll go ahead and reuse that for other purposes," said Doug Harris, Airport Operations Manager for Salt Lake International.

Harris says the recycled solution is used for various purposes including windshield deicers, road treatments, compressors, and other things.

The entire deicing process takes anywhere from 5-25 minutes per plane, which crews say sometimes causes flight delays.

"[It] may take you a little longer to get to your destination, but you're going to be safe, and that's the most important," Syverson reiterated.

Salt Lake International Airport has 10 airlines making more than 300 departures every day.

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## Utah

# Salt Lake airport 'vulnerable' but 'not a soft target,' chief says

By Lisa Riley Roche @dnewspolitics

Published: Jan. 18, 2017 2:00 p.m.

Updated: 12 minutes ago

SALT LAKE CITY — The Salt Lake City International Airport is vulnerable to an attack similar to the deadly shootings recently at a Florida airport but is not a "soft target," members of the airport board were told Wednesday.

"Our airport operates at the highest security levels at all times," Craig Vargo, airport police chief, said during a presentation to the Salt Lake City Department of Airports board, with a big enough force to respond to an incident.

Vargo said he was not able to share publicly all he had learned from law enforcement agencies that dealt with the Jan. 6 shootings at Fort Lauderdale-Hollywood International Airport that left five dead and six wounded.

He did, however, suggest to the board that the "message I think you probably want to be looking at in the future going forward, at least from a police perspective, and that is our airport is vulnerable, but we are not a soft target."

The police chief said Salt Lake's airport does have an advantage in the existing coordination between various law enforcement agencies, including the Salt Lake City Police Department.

He said training sessions have already been scheduled, including an upcoming "live fire" simulation of an active shooter at the airport that will be conducted late at night so "we can practice as realistically as we possibly can."

The exercises attempt to teach airport employees, tenants and others to "run, hide, fight," letting them know they have a role in airport security, including helping guide passengers in a mass evacuation event, he said.

Florida authorities, according to Vargo, found that communication with the public about the incident was a shortcoming. Reports of shots being fired in the Florida airport after the suspect, Esteban Santiago, was in custody, resulted in passenger panic.

Nancy Volmer, the Salt Lake airport's director of public relations and marketing, told the board that in an age of social media, it can be difficult to control what's being said and make sure accurate information is being reported.

Volmer said the Salt Lake airport attempted to reassure passengers after the Florida incident that a security plan was in place and while authorities regularly practice for "an event of this nature," no changes in the plan were anticipated.

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Igor Best-Devereux, outgoing board chairman, questioned whether more could be done to prevent access to "potentially an arms cache in baggage areas," weapons and ammunition legally transported as checked luggage.

Police said Santiago retrieved a legally checked gun box containing his weapon and ammunition, went into a bathroom, and, after loading the gun, came out firing randomly, according to the Associated Press.

Vargo said he was not aware of any efforts to change how weapons can be transported. He said the federal Transportation Security Administration deals with the issue.

"From a police perspective here locally, all we can do is enforce the law," he said. "This is kind of a sensitive issue here in Utah. We have a lot of individuals who are very strong gun rights individuals. I have no problem with that."

The police chief called for people to be reasonable, citing the law allowing weapons to be opened carried at the airport. Someone may have the right to show up at the airport with an automatic rifle, but he said "it's not necessarily smart."

Vargo said airport police would approach such a person, and "if we feel that we need to stay on that person's left hip to allow them to carry that gun," they'll do it, to ensure others feel safe.

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## Lisa Riley Roche

Lisa covers politics for Deseret News/KSL and has been reporting for more than 25 years.

@dnewspolitics

lisa@deseretnews.com

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## Salt Lake City International Airport ranks No. 10 for firearms seized

By Lee Davidson The Salt Lake Tribune  
Published: January 13, 2017 02:40PM  
Updated: January 13, 2017 01:39PM

The number of firearms seized at Salt Lake City International Airport spiked by 56 percent last year — from 48 to 75.

That ranked No. 10 for gun confiscation among all airports nationally.

"The jump at Salt Lake City International was remarkable," said Lorie Dankers, regional spokeswoman for the Transportation Security Administration.

"The numbers have really skyrocketed. I don't really have a reason for that," she said, but adds that some people simply forget they are carrying a weapon as they approach airport security.

"The first rule of gun safety is to know where your firearm is at all times. And people bring them in their carry-on bag and forget they are in there," Dankers said.

Ron Malin, Utah's federal security director for the TSA, last year told the Airport Advisory Board that the vast majority of violators here are concealed-weapons permit holders.

"The only excuse that I have ever heard is, 'I forgot,'" Malin said at the time.

Malin has noted that bringing a firearm to a checkpoint may lead to criminal arrest and civil fines of up to \$11,000. "It's a very costly mistake," he said.

While No. 10 for firearms seized, Salt Lake International ranked No. 24 for total passengers in 2014, with 21 million, according to a report by Airports Council International. By comparison, the busiest airport, Atlanta, logged 96 million passengers that year.

The 75 guns seized at the airport in 2016 was up from 48 in 2015, 30 in 2014 and 34 in 2013. Of the 75 guns confiscated last year, 64 were loaded.

Airports that seized more firearms were: Atlanta, 198; Dallas/Ft. Worth, 192; Houston Bush International, 128; Phoenix, 101; Denver, 98; Orlando, 86; Nashville, 80; Tampa, 79; and Austin, 78.

The TSA said 3,391 firearms were discovered in carry-on bags at checkpoints nationally last year, averaging more than nine per day. It said 83 percent were loaded. It said at least one gun was found at 238 airports.

Discovery of firearms nationally was up 28 percent during 2016, TSA said, noting that it screened more than 738 million air passengers last year.

TSA also seizes numerous other types of weapons and dangerous materials at checkpoints, but Dankers said, "Firearms are the one we track most closely. Knives continue to be a problem — hunting knives especially. We see a lot of those in the fall" during hunting season.

Malin told the airport board last year that hand grenades — or at least inert grenades or replicas that look like the real thing — are routinely seized at Salt Lake City International.

"We get several a month," he said. "A lot of people use them as souvenirs or paperweights.... They look like the real deal, so we treat them as the real deal."

Malin last year also showed the airport board a collection of recently seized items.

They included handguns, toy guns (that look like the real thing), ammunition, knives (many designed to look like something else, including credit cards), clubs, hammers, batons and a variety of tools.



(Al Hartmann | Tribune file photo) TSA worker checks identification and boarding passes before passengers have to remove jackets, belts, shoes, open laptops before going through the security scanners at Salt Lake International Airport Monday December 16, 2013.

# TSA: Surge in guns seized at Salt Lake City airport in 2016

by Associated Press  
Tuesday, January 17th 2017



TSA: Surge in guns seized at Salt Lake City airport in 2016 (File photo: MGN Online)

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(AP) – The Transportation Security Administration says the number of guns security seized at Salt Lake City International Airport last year



jumped more than 50 percent.

TSA regional spokeswoman Lorie Dankers says 75 guns were found on passengers or their carry-on bags last year when they went through airport security, up from 48 the year earlier.

Dankers says she doesn't know why the number jumped but says some passengers forget they have weapons.

The Salt Lake Tribune reports (<http://bit.ly/2iz0N8g>) the airport ranked 10th highest in number of guns collected last year among U.S. airports, with 198 seized in Atlanta at the top of the list.

Passengers bringing a gun to a security checkpoint can be arrested and face fines up to \$11,000.

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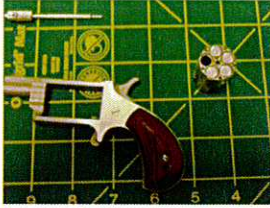
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# TSA finds loaded gun in carry-on bag at Lewiston airport

Staff, KREM 1:33 PM, PST February 01, 2017



(Photo: KREM)

LEWISTON, Idaho – A Transportation Security Administration officer found a loaded gun at the Lewiston-Nez Perce County Airport Monday morning at the security checkpoint in a carry-on bag.

Officials said the officer found the gun around 6:15 a.m. in the carry-on of a male passenger who was traveling to the Salt Lake City airport. The American Arms .22 Magnum was loaded with five rounds of ammunition, according to TSA

leaders.

The Lewiston Police Department was immediately notified when the officer saw the image of the gun on the x-ray screen. Officers responded to the checkpoint and confiscated the firearm and the man was allowed to continue to his flight.

TSA officials said this was the first gun they have found in carry-on baggage at the Lewiston-Nez Perce County Airport in 2017. None were discovered in 2016. TSA officers did discover a total of 22 firearms at Idaho airports. Nationwide in 2016, TSA found 3,391 guns in carry-on bags at airport security checkpoints.

According to TSA leaders, firearms, ammunition, firearm parts and realistic replicas of firearms are prohibited in carry-on baggage. These items can be transported in checked baggage as long as the traveler declares them to the airline during the check-in process. Firearms in checked baggage must be unloaded and stored in a locked, hard-sided container.

In addition to facing local or state criminal charges, TSA can issue a fine of up to \$7,500 for bringing a dangerous weapon like a firearm to the checkpoint.

(© 2017 KREM)

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# Hope for Wingpointe Golf Course survives, barely, as Salt Lake City Council blasts administration for lack of progress with FAA

By Matthew Piper The Salt Lake Tribune  
Published: January 17, 2017 11:41PM  
Updated: January 17, 2017 11:55PM

**Recreation • Mayor Biskupski sent letter to FAA asking that lease agreement decision be reconsidered.**

A reopened Wingpointe Golf Course could be an "economic development driver" at a revamped Salt Lake City International Airport, Mayor Jackie Biskupski said in April.

That driver seems unlikely to be pulled from the bag anytime soon.

Biskupski sent a letter to the Federal Aviation Administration in late November, asking it to reconsider a 2012 decision that the Wingpointe course must be leased at a fair-market value — a far cry from the \$1 per year the city had paid for decades, starting in 1988.

Opening Wingpointe doesn't pencil unless the FAA alters its tune, the city's administration says, and the FAA has yet to reply to the city's request.

The FAA said in an email to The Salt Lake Tribune on Tuesday: "The FAA is aware of Salt Lake City's interest in reopening the golf course and is currently preparing a response."

But the City Council expressed frustrations Tuesday that nearly a year has passed since it appropriated more than \$60,000 for life-support maintenance of tees and greens, and that the administration has made no progress.

A proposed council straw poll on Tuesday would have directed the city's administration to cease all efforts to reopen the links-style course — closed since November 2015 — until council member Charlie Luke successfully argued that it be tabled.

"I think we need to have more proactive outreach to the FAA," he said.

While Wingpointe could be part of an invigorated Northwest Quadrant, Luke said, he doesn't support indefinite uncertainty about its future.

Salt Lake City International Airport bought Wingpointe in the 1970s with federal grants and transferred it to the city in 1988 on a 99-year lease at \$1 per year.

Salt Lake City attorney Pat Shea chaired the airport board at the time and was included in the city's 15-member task force that met late last summer and eventually recommended "reasonable efforts" to reopen the course, which is built on wetlands that have no aeronautical use.

On Tuesday, Shea said Biskupski had broken a promise to the golfers who helped her unseat two-term Mayor Ralph Becker by a small margin in 2015.

"Mayors don't get mulligans. ... It's all right to have a \$300 million overrun on expansion at the airport," he said, referring to the recently increased \$2.9 billion estimate for upgrades there, "but God help us if we were going to try to save a golf course that was historic in design."

Luke suggested that members of Utah's congressional delegation might be willing to advocate on Wingpointe's behalf.

City spokesman Matthew Rojas said he wasn't aware whether Biskupski — currently attending the U.S. Conference of Mayors in Washington, D.C. — had spoken to the state's delegates about the course. Her November letter is "by no means our final effort to lobby for saving Wingpointe," he said.

A 2012 appraisal of the golf course pegged its value at \$155,000 per year. The city says an FAA-required rezone from open space to aeronautical use would increase the land's assessed value to \$2.4 million per year.

Should the city persuade the FAA to change course and drop the fair-market value requirement, Wingpointe would then need an estimated \$1.1 million over three years to reopen.

While Wingpointe lost money in four of its final six years of operation — when its use had fallen by more than 40 percent since its late-1990s, early-2000s heyday — it might start to break even after five or more years, city officials said.

City Council members were skeptical of that claim.

Said member Lisa Adams: "I see pretty much nothing new."



(Steve Griffin / The Salt Lake Tribune) Salt Lake City's administration reported to the Council on Tuesday that reopening Wingpointe Golf Course isn't viable unless the Federal Aviation Administration reconsiders a 2012 decision that the land must be leased at fair-market value. Last year, the City Council approved more than \$60,000 for maintenance of the course in case it could be reopened keeping the tees, greens and fairways "alive" but not "playable." Here a jet passes over the golf course as it approaches the Salt Lake International Airport as it in Salt Lake City Tuesday January 17, 2017.

James Rogers said he had voted for temporary funding to preserve high-end greens for eventual sale, not to revive the course.

Erin Mendenhall added that the city's delayed action illustrates that the council needs to tie appropriations to a desired result.

And Derek Kitchen proposed, before Luke's save, a straw poll of whether "the council as a body supports this effort for keeping Wingpointe open, or we ask them to redirect their energy toward something like a housing plan."

Biskupski has said the city will present its first affordable-housing plan since 2000 — called for by the council for months — within the next two weeks.

Should stopgap watering and upkeep not be continued by the spring's thaw, city officials say Salt Lake City would incur additional costs to restore greens, turf and irrigation systems.

mpiper@sltrib.com

Twitter: @matthew\_piper



## Salt Lake City's golf woes face tough crowd in council

By Matthew Piper The Salt Lake Tribune  
Published: February 8, 2017 08:18AM  
Updated: February 7, 2017 10:41PM

**Breaking uneven • Subsidies from general fund flatly refused.**

It's a good thing he's bald, said Derek Kitchen on Tuesday, because otherwise he'd have yanked out his hair hearing about Salt Lake City's beleaguered golf system.

"This is the most frustrating conversation I've had since I joined the council," he said.

Having requested an update on the status of the city's Golf Enterprise Fund, the council heard that the city's six courses are on track — thanks in part to some water woes — to end the fiscal year with an operating budget \$1 million on the wrong side of par.

What's more, Golf Director Dan Dent presented a litany of suggestions that council staff found to be in violation of council policy guidelines and maybe state law.

"I just can't have another conversation about golf when there's so many more important issues in our city," Kitchen said.

Quipped council Chairman Stan Penfold: "Thanks, Derek, I wish you were more comfortable telling us how you really feel."

Kitchen was the most straightforward but council members — even token golf advocate Charlie Luke — seemed to agree that the administration should return before them with a plan that doesn't include an influx of general funds.

Those options include: closing the lowest-performing courses and repurposing them as public space, reducing pay and benefits for course workers, and partnering with Salt Lake County or private entities.

Dent maintained that while there is little hope of reducing the operating deficit in the next few years, the courses remain a potential source of profit.

But council members took issue with each of the administration's suggestions, "A through H," multiple council members said.

Reducing administrative charges would conflict with the city's enterprise fund policy, council staff found. Reducing water charges might defy state law. Moving courses to the general fund? A nonstarter, council members said.

What Dent called a potential "investment," they called a "subsidy."

Dent, who was hired in July, said he learned to golf by chipping and putting at city courses and bought a season pass for several years as an adult.

A nationwide decline in golf participation has bottomed out, he said, and the valley's expected population gains will bring increased use.

Penfold said he's heard that tune before. "I've always felt like we're being asked to 'Trust us, something's going to be different.'"

Luke said he came home from work last summer to find his wife had signed his son up for golf lessons, not at a city course, but at Topgolf, the tiered driving range in Midvale that serves food and beverages as golfers accumulate points for hitting netted targets.

That's what all his son's friends were doing, she told him.

The council's long-running frustration with golf began a decade ago, Erin Mendenhall said. In August 2014, they approved guiding principles that called upon the city's courses to sustain themselves without general funds. In 2015, the council voted to close Wingpointe and Glendale courses — though the latter has survived.

Wingpointe, links-style course on Salt Lake City International Airport land, was closed after the Federal Aviation Administration ordered the airport to lease it to the city at what was judged to be an unsustainable fair-market rate.

The council heard last month that the FAA had yet to respond to a city letter sent in November calling for officials to reconsider the lease requirement. Chief of Staff Patrick Leary said last week that the city expected more information toward the end of this week.

More than \$60,000 in council funding had kept Wingpointe's fairways and greens on life support through December, but a leak under a pond that wasn't discovered for three months cost the city an additional \$130,000. It is no longer being maintained, Dent said Tuesday.

But while variable factors — including high temperatures — led to increased costs, Councilwoman Lisa Adams said the courses may be operating in violation of state law given their pattern of deficits.



(Francisco Kjolseth | Tribune file photo) Planes take off from Salt Lake City International Airport in May near Wingpointe Golf Course, which closed at the end of the 2016 golf season. The Salt Lake Department of Airports has determined not to operate or lease the 18-hole course that was built in 1987.

Informed by Dent that the city's average losses over the past seven years were roughly "break even" at \$130,000, Adams asked, "\$130,000 is break even?"

Penfold noted that those reports don't include deferred capital investment, either.

Dent said adjustments that made the city's green fees reflect demand resulted in just 1 percent more rounds played and 5 percent less revenue, and operators are fighting the perception that courses are closing.

"The status quo is not acceptable," Dent said, "and significant change is necessary."

On that point, at least, he and the council agreed.

Councilman Andrew Johnston said he didn't wouldn't go as far as Kitchen — who called the issue "ridiculous." Golf is dear to some people, Johnston said.

But he joined others in urging Dent to return to the council in March with a plan that doesn't involve using general funds.

Mendenhall was more firm: "I'm telling you, really clearly, don't come to us asking for general fund money. We're not going to give it to you."

Dent told the council that he has few options to reduce costs, of which labor could make the most significant dent in the deficit.

"It's not a case of we have too many people working in golf, it's just that our labor costs, with benefits added in, are too expensive for our operation," he said.

Luke said he would like the administration to explore different operational models, including partnerships with Salt Lake County and the private sector.

Without a general fund subsidy, Dent said, the city would likely have to close another course.

The most obvious candidate is Rose Park — in the home neighborhood of PGA Tour pro Tony Finau — which has seen declining revenues that officials attribute to worsening course conditions and secondary water project impacts.

City spokesman Matthew Rojas said Glendale's proposed closure and resulting public rallies were evidence that repurposing golf courses as open space can be an unpopular proposition.

Said Councilman James Rogers: "I don't think anybody here wants to shut down the golf courses. We just want to make sure that we are in the black."

Speaking a few turns later, Kitchen replied: "James you mentioned something about we all want to keep golf going. I really don't. I don't care."

Dent said afterward that he was thankful for the feedback.

mpiper@sltrib.com

Twitter: @matthew\_piper



# Southwest service from Sacramento to Salt Lake City starts March

Anthony Cave, KXTV 2:56 PM. PST January 25, 2017



(Photo: KAREN BLEIER, This content is subject to copyright.)

Southwest Airlines is adding a new non-stop route between Sacramento and Salt Lake City -- and that's a good thing for travelers, according to Sacramento airport spokeswoman Laurie Slothower.

"When more than one airline serves a destination, it creates competition which makes fares lower," Slothower said.

Southwest is scheduled to start service between Sacramento International Airport and Salt Lake City International Airport March 9, with one departure flight and one arrival flight daily.

The flight schedule is as follows:

## **Sacramento – Salt Lake City**

DEPARTURE	ARRIVAL
2:25 P.M.	5:20 P.M.

## **Salt Lake City – Sacramento**

DEPARTURE	ARRIVAL
1 P.M.	1:55 P.M.

Non-stop service to Salt Lake City isn't new. Slothower said Delta Air Lines has flown the same route from Sacramento for years.

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