



PROPERTY MANAGEMENT SOFTWARE

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Salt Lake City Department of Airports

WRAPm Seattle - October 22, 2024



Property Management Software – WRAPm Seattle



WRAPm conferences

- 2007 San Diego, CA
- 2008 Sacramento, CA
- 2009 Reno, NV
- 2010 SLC, UT Host
- 2011 Portland, OR
- 2012 Anchorage, AK
- 2013 Seattle, WA
- 2014 Phoenix, AZ
- 2015 Oxnard, OR
- 2016 Bend, OR
- 2017 Denver, CO
- 2018 San Diego County, CA
- 2019 Long Beach, CA
- 2022 Sacramento, CA
- 2023 SLC, UT Host



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a. RFP document created

b. Respondents

1. Amadeus Airport IT Americas (PROPworks)

No longer the leader of this type of software

2. GRS Inc, (TADERA)

Technology too old

3. Yardi Systems

Did not pass round one review

4. ProDigiQ (Pradajeck)

The successful respondent



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a. Reasons

- i. Best presentation (Contracts Manager) – impressive people
- ii. Modern integration
- iii. Handles our financial reporting
- iv. Full lease management
- v. Full GIS integration
- vi. Price
- vii. Anita Venkataraman (President and Chief Technology Officer) was one of two presenters at the RFP. She committed to be involved with SLCDA implementation.
- viii. Last year we discussed that PROPworks and Workday software talked together and that ProDigiq and Workday did not talk together. ProDigiq promised they could indeed make this happen with Workday.

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Software presentation

Cole Halfman
Client Success Specialist
ProDIGIQ Inc.
805-801-0495

Anita Venkataraman
President
ProDIGIQ, Inc.
818-879-0035



Thank You – Questions - Discussion & Something Extra

Salt Lake City International Airport Phase 3 Opening – Today



- a. Central Tunnel
- b. Mini Plaza
- c. Five New Gates



Curtain Pull to Open Remaining 13 Gates Concourse A East



PHASE 3 UNVEILING CEREMONY

Please join us to unveil Phase 3 of The New SLC, including The River Tunnel and Northern Light by Artist Gordon Huether, World Map and additional concessions. Plus, a surprise 150 million years in the making!

October 22, 10:30 a.m.
Salt Lake City International Airport
Concourse B Plaza

Remarks by SLC Dept. of Airports Executive Director Bill Wyatt, Mayor Erin Mendenhall, Southwest Airlines Vice President- Airport Affairs Steve Sisneros, Artist Gordon Huether, and a surprise guest. Program to begin promptly at 10:30 a.m.

The event will take place in the Concourse B Plaza.
To RSVP, send your legal name and date of birth to airportinfo@slc.gov by October 18 at 5:00 p.m. More details to follow.

Please park in the short-term parking garage. Validations will be provided.

2026 Layout versus 2015 Layout



Salt Lake City International Airport Phase 3 Opening – Today



TSA Passenger
Screening –

Busiest Days
2024 - 18 of the top 20

Highest Throughput- All Time			
Rank	Date	TPUT	Event
1	Monday, February 20, 2023	36,411	President's Day/NBA All Star
2	Friday, March 29, 2024	36,404	Spring Break/Ski Season
3	Thursday, October 17, 2024	35,239	Fall Break
4	Sunday, February 25, 2024	34,689	Ski Season (high volume)
5	Thursday, March 28, 2024	34,679	Spring Break/Ski Season
6	Sunday, March 3, 2024	34,375	Spring Break/Ski Season
7	Sunday, March 24, 2024	34,365	Spring Break/Ski Season
8	Monday, February 19, 2024	34,308	President's Day
9	Friday, December 22, 2023	33,965	Holiday Season
10	Sunday, March 17, 2024	33,940	Spring Break/Ski Season
11	Sunday, October 6, 2024	33,883	General Conference
12	Sunday, June 23, 2024	33,817	Summer Loads
13	Sunday, February 26, 2023	33,740	Ski Season (high volume)
14	Sunday, September 29, 2024	33,738	FanX
15	Monday, April 1, 2024	33,707	Spring Break/Ski Season
16	Sunday, September 22, 2024	33,664	doTERRA
17	Sunday, July 21, 2024	33,653	Summer Loads
18	Sunday, March 31, 2024	33,644	Spring Break/Ski Season
19	Sunday, October 20, 2024	33,515	Fall Break
20	Sunday, August 4, 2024	33,475	Summer Loads

2023 versus 2024



2023 versus 2024

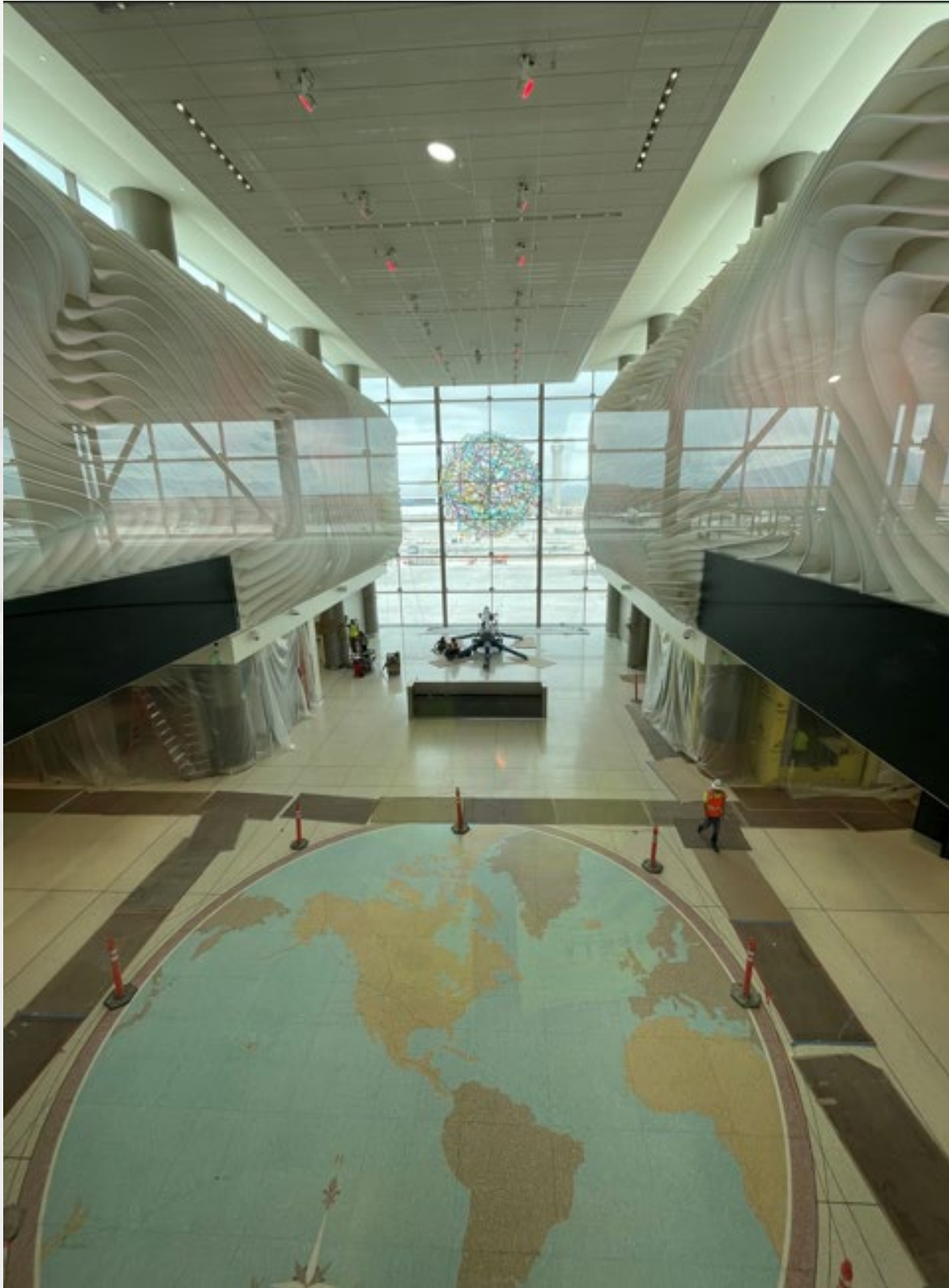


**Salt Lake City International Airport
Airport Redevelopment Program** October 05, 2023



**Salt Lake City International Airport
Airport Redevelopment Program** August 28, 2024

Concourse B Mini Plaza- Ali the Dinosaur - The Northern Light - The World Map



World Map Attention to Detail



Repair of Metal Divider Strips



Terrazzo Color Patching



Sealing the Restored World Map

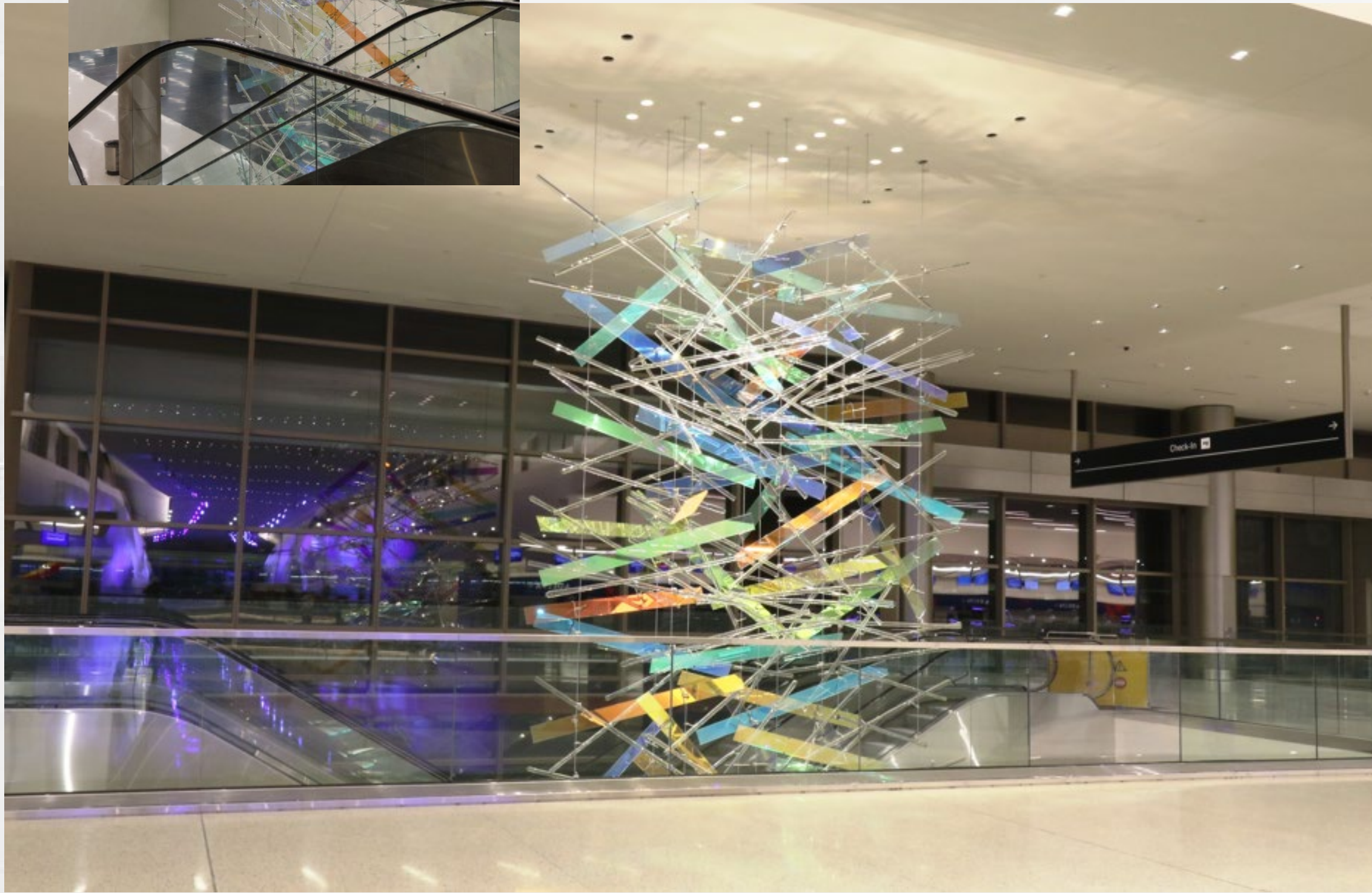


Media Event

The River Tunnel



The Canyon - The Waterfall - The Plates and Benches



Hoberman Arch – The Peaks



Salt Lake Tribune Newspaper's Utahn of the Year – 2023



Salt Lake City's new airport is The Tribune's Utahn of the Year

It cost more than \$5 billion — so far — and sees more than 70,000 customers pass through its doors and gates every day. Plus the more than 17,000 people who work there.

Every time it grows, its managers and the businesses they serve see — and fill — a need to make it even larger. Even though it was already the largest construction project in the history of Utah.

It links Salt Lake City and its environs with direct connections to more than 90 cities across the nation and to Europe, as far away as Germany.

It is a major economic engine for the state of Utah, generating more than \$11 billion in financial impact for the area every year. It is about as environmentally responsible as such a facility can be, scores high points for efficiency, is a wonder to look at and is a big part of what gives Salt Lake City its claim to be the Crossroads of the West.

It pays its own way, funded by fees paid by airlines, rental car companies, concessions and their customers and by federal grants. It's officially a part of Salt Lake City government, but no local tax money goes to build or operate it.

It is the new Salt Lake City International Airport and, for all does for the city, its economic health and its reputation as a city the future, it is the 2023 Utahn of the Year.

One might reasonably quibble if the Utahn of any year should be a person, not an inanimate object. But, with so much coming, going and growing, we would make the case that such an airport is very much alive.

The old airport for this rapidly growing community was bursting at the seams. It saw more than 26 million passengers a year, in terminal designed for half as many people more than six decades before. Planning for a new facility began under then-Executive Director Laureen Riley. She retired in



FRANCISCO KJOLSETH | Tribune file photo

The Salt Lake City International Airport on Dec. 20.

2017 and was replaced by Bill Wyatt, lured out of retirement as the director of airports and ports in Portland, Oregon, and dropped into the middle of what was then envisioned as a \$3.6 billion rebuild.

The first phase of the new airport opened in 2020. The most recent addition — 13 gates and 11 restaurants — was inaugurated on Oct. 31. Plans for still more expansion are on the drawing boards through 2027.

Building the new airport was kind of like building an airplane while in flight.

The old airport kept operating throughout construction. That complicated things, but it was a much better option than building an entirely new facility further away from the city. The airport's proximity to downtown and the Wasatch Front ski resorts is a large part of its value.

Getting enough skilled construction workers, at a time when the rest of the community was growing rapidly and the state was also building a new prison nearby, added to the stress and the cost.

And Delta Air Lines, by far the

airport's largest tenant, kept thinking of new and bigger facilities it needed for its western U.S. hub operation.

Keeping Delta happy was crucial to the airport's continued success. The carrier operates some 70% of the flights into and out of Salt Lake City.

In June, the carrier broke ground on a new 47,000-square-foot pilot training facility at the airport. It is the airline's largest such facility outside of its Atlanta headquarters. Late last year, Delta also renewed its

deal with the airport to operate as a hub here through at least 2044, with an additional 10-year option beyond that.

(Delta further cemented its links to the community when it also bought back its old naming rights deal for the downtown arena where the NBA's Utah Jazz play.)

Airports are, by their nature, huge generators of greenhouse gases — something Salt Lake City's west side already has in abundance.

But the new layout of the concourses and gates reduces taxi and idle times considerably, and all

those little service vehicles you see scurrying around the aircraft are now mostly electric rather than diesel or gas. There are also 164 charging stations for electric vehicles and most shuttle buses and other vehicles now run on compressed natural gas.

All that, according to the airport, cuts annual greenhouse emissions by more than 19,000 metric tons. That's the same as getting 3,900 cars off of Utah's roads.

Many of the restaurants, bars and shops along the concourses are satellites of local businesses. They are expected to follow a rule, which Wyatt brought with him from Portland, that they will not charge more for a beer, a cheeseburger or a pair of earbuds at the airport than they do at their downtown facilities.

Nothing is perfect, especially a project of this size. In hindsight, it should have been possible to rein in the cost a bit.

With little else to complain about, the most frequent comment about the airport is about the death march from the security checkpoint in the new terminal to the far reaches of Concourse B.

That's something that should have been better anticipated, with more in the way of speedier people-moving belts. The problem will be ameliorated, somewhat, when a second A-to-B tunnel opens next October. Whenever Concourse C appears, it will come with a passenger tram.

Overall, the new SLC is the kind of well-planned public infrastructure project — a federal-local/public-private cooperative — that any community can be proud of. Unlike, one might argue, the next knee-jerk expansion of I-15.

It makes a terrific first impression on newcomers — skiers, national park visitors, jobseekers, business people looking for new locations.

It is The Salt Lake Tribune's Utahn of the Year for 2023.

OUR VIEW

By the Tribune Editorial Board