



AIRPORT COMMISSION MEETING

Agenda Item Executive Summary

Airport Conference Room, Palm Springs International Airport

3400 E. Tahquitz Canyon Way, Palm Springs, CA 92262

Wednesday, December 20, 2023 - 5:30 P.M.

The following agenda items were distributed on the next regular business day after the Airport Commission agenda packet was distributed to the Airport Commission, and at least 24 hours prior to the Airport Commission meeting.

AGENDA ITEM 6 – Minutes

ATTACHMENT: July 19, 2023 Minutes

AGENDA ITEM 7.B – Master Plan Update

ATTACHMENTS:

Commission Questions and Answers

The slide titled “Terminal Project Benchmarking NOT apples to apples” has been removed and replaced by the following two slides: 1. Terminal Benchmarking (page 52); and 2. PSP Cost per Gate by Phase (page 53).

AGENDA ITEM 11.A – Airline Activity Report November 2023

ATTACHMENT: Airline Activity Report November 2023

AGENDA ITEM 11.B – Airline Activity Report Fiscal Year Comparison

ATTACHMENT: Airline Activity Report Fiscal Year Comparison



AIRPORT COMMISSION MEETING AGENDA

Airport Conference Room, Palm Springs International Airport
 3400 E. Tahquitz Canyon Way, Palm Springs, CA 92262
 Wednesday, December 20, 2023 - 5:30 P.M.

Pursuant to Assembly Bill 361, this meeting may be conducted by teleconference. There will be in-person public access to the meeting location.

To submit your public comment to the Airport Commission electronically. Material may be emailed to: Christina.Brown@palmspringsca.gov - Transmittal prior to the start of the meeting is required. Any correspondence received during or after the meeting will be distributed to the Airport Commission and retained for the official record.

This is a hybrid in-person and virtual meeting. To virtually observe the meeting or to virtually provide public comments, please use the following Zoom link

<https://us02web.zoom.us/j/86019815290?pwd=ZitOZDIyeGZhNUNEQTVkU29nTUdPdZ09>

or call (669) 900-6833 and enter Meeting ID: 860 1981 5290 - Passcode: 583916

City of Palm Springs:		Riverside County:	City of Cathedral City:	City of Palm Desert:
Aftab Dada - Chair	David Feltman	Margaret Park	Tony Michaelis	Kevin Wiseman
Kevin J. Corcoran Vice Chair	J Craig Fong	City of Indian Wells:	City of Coachella:	City of Rancho Mirage:
Vacant	Tracy Martin	Robert Berriman	Denise Delgado	Keith Young
Todd Burke	M. Guillermo Suero	City of La Quinta:	City of Desert Hot Springs:	City of Indio:
Daniel Caldwell	Dave Banks	Kathleen Hughes	Jan Pye	Rick Wise
Palm Springs City Staff				
Scott C. Stiles		Harry Barrett Jr., A.A.E.		Jeremy Keating
City Manager		Airport Executive Director		Assistant Airport Director

- 1. CALL TO ORDER – PLEDGE OF ALLEGIANCE**
- 2. POSTING OF AGENDA**
- 3. ROLL CALL**
- 4. ACCEPTANCE OF AGENDA**
- 5. PUBLIC COMMENTS:** Limited to three minutes on any subject within the purview of the Commission
- 6. APPROVAL OF MINUTES:** Minutes of the Airport Commission Regular Meeting of July 19, 2023

7. DISCUSSION AND ACTION ITEMS:

- 7.A Follow-up to Strategic Planning Session Update
- 7.B Master Plan Update
- 7.C Financial Summary Update
- 7.D Marketing Update
- 7.E Concessions Update
- 7.F Projects and Airport Capital Improvement Program Update

8. EXECUTIVE DIRECTOR REPORT

9. COMMISSIONERS REQUESTS AND REPORTS

10. REPORT OF COUNCIL ACTIONS:

- 10.A Past City Council Actions
- 10.B Future City Council Actions

11. RECEIVE AND FILE:

- 11.A Airline Activity Report November 2023
- 11.B Airline Activity Report Fiscal Year Comparison

12. COMMITTEES:

- 12.A Future Committee Meetings
- 12.B Updated Committee's Roster

ADJOURNMENT:

The Airport Commission will adjourn to a Regular Meeting on January 17, 2024, at 5:30 P.M.

AFFIDAVIT OF POSTING

I, Harry Barrett, Jr., Airport Executive Director, City of Palm Springs, California, hereby certify this agenda was posted on December 14, 2023, in accordance with established policies and procedures.

PUBLIC NOTICES

Pursuant to G.C. Section 54957.5(b)(2) the designated office for inspection of records in connection with the meeting is the Office of the City Clerk, City Hall, 3200 E. Tahquitz Canyon Way. Complete Agenda Packets are available for public inspection at: City Hall Office of the City Clerk. Agenda and staff reports are available on the City's website www.palmspringsca.gov. If you would like additional information on any item appearing on this agenda, please contact the Office of the City Clerk at (760) 323-8204.

It is the intention of the City of Palm Springs to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting, or in meetings on a regular basis, you will need special assistance beyond what is normally provided, the City will attempt to accommodate you in every reasonable manner. Please contact the Department of Aviation, (760) 318-3800, at least 48 hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible.



AIRPORT COMMISSION

ACTION SUMMARY MINUTES OF REGULAR ADJOURNED MEETING

Wednesday, July 19, 2023 – 5:30 P.M.

1. CALL TO ORDER:

Chairman Dada called the Airport Commission Meeting to order at 5:30 P.M., and he invited Vice Chairman Corcoran to lead the Pledge of Allegiance. The meeting was held in-person and via videoconference.

2. POSTING OF THE AGENDA: Posted on July 13, 2023.

3. ROLL CALL:

Commissioners Present:

Gerald Adams (Palm Springs)	Kathleen Hughes (La Quinta)
Robert Berriman (Indian Wells)	Scott G. Miller (Palm Springs)
Todd Burke (Palm Springs)	Tony Michaelis (Cathedral City)
Daniel Caldwell (Palm Springs)	Margaret Park (Riverside County)
Kevin Corcoran (Palm Springs) - Vice Chair	Jan Pye (Desert Hot Springs)
Aftab Dada (Palm Springs) - Chair	Rick Wise (City of Indio)
Denise Delgado (Coachella)	Kevin Wiseman (Palm Desert)
David Feltman (Palm Springs)	Keith Young (Rancho Mirage)
J Craig Fong (Palm Springs)	

Commissioners Absent: M Guillermo Suero (Palm Springs)

Staff Present:

Harry Barrett, Jr., Airport Executive Director
 Jeremy Keating, Assistant Airport Director
 Daniel Meier, Deputy Director of Aviation, Marketing and Air Service
 Victoria Carpenter, Airport Administration Manager
 Brenda Pree, City Clerk
 Geremy Holm, City Attorney
 Christina Brown, Executive Program Administrator

4. NOMINATION AND ELECTION OF OFFICERS:

City Clerk Pree explained the nomination and election process.

Commissioner Adams nominated Chairman Dada to be re-elected as Chairman. There were no other nominees submitted by the Commission, and Ms. Pree announced the re-election of Chairman Dada.

Commissioner Wiseman nominated Vice Chairman Corcoran to be re-elected as Vice Chairman. There were no other nominees submitted by the Commission, and Ms. Pree announced the re-election of Vice Chairman Corcoran.

5. ACCEPTANCE OF THE AGENDA:

ACTION: Accept the Agenda as presented. **Moved by Commissioner Young, seconded by Commissioner Wise, and unanimously approved noting the absence of Commissioner Suero.**

6. PUBLIC COMMENTS: None

7. APPROVAL OF THE MINUTES:

ACTION: Approve the minutes of the Airport Commission Meeting of March 15, 2023. **Moved by Commissioner Burke, seconded by Vice Chairman Corcoran and approved by the following roll call vote 12 Yes; 4 Abstain; and noting that Commissioner Delgado was inadvertently not included in the roll call vote and with the absence of Commissioner Suero.**

8. INTRODUCTIONS AND PRESENTATIONS:

8.A Airport Commissioner Daniel Caldwell (Palm Springs)

Chairman Dada introduced newly appointed Airport Commissioner Daniel Caldwell (Palm Springs). Commissioner Caldwell said that he and his wife have been residents of Palm Springs for approximately 11 years, and he is a structured settlement specialist. Commissioner Caldwell said that he believed that the Airport was on to something big, and he was excited to be serving on the Commission.

8.B Airport Commissioner J Craig Fong (Palm Springs)

Chairman Dada introduced newly appointed Airport Commissioner J Craig Fong (Palm Springs). Commissioner Fong said that he was a semi-retired immigration lawyer and that he had been in his profession for approximately 40 years. Commissioner Fong said that he was looking forward to expanding the Airport's international reach and improving the Airport's baggage handling system. He said that it was important to him to make sure that the Airport is being responsive to the needs of the passengers and the airlines, and Commissioner Fong said that he would like to see if there could be a way to even out the number of flights during the off-season.

8.C Airport Commissioner Denise Delgado (Coachella)

Chairman Dada introduced newly appointed Airport Commissioner Denise Delgado (Coachella). Commissioner Delgado noted that she is a City of Coachella Councilwoman that was elected in 2020, and she is a teacher. Commissioner Delgado said that she was proud to be serving on the Commission.

8.D Airport Commissioner Robert Berriman (Indian Wells)

Chairman Dada introduced newly appointed Airport Commissioner Robert Berriman (Indian Wells). Commissioner Berriman noted that he had previously served two terms on the Airport Commission and that he had served on the Business Development and Operations, Properties and Facilities Committees. He said that he was fully retired, a volunteer with the Friends of the Desert Mountains, his background was primarily law enforcement with the California Highway Patrol Air Operations Unit, and he is a pilot. Commissioner Berriman said that he truly loves the Airport.

8.E Airport Commissioner Margaret Park (Riverside County)

Chairman Dada introduced newly appointed Airport Commissioner Margaret Park (Riverside County). Commissioner Park said that she is the chief planning officer for the Agua Caliente Band of Cahuilla Indians in Palm Springs, she has had the privilege of working for the tribal government since she was 21 years old, and she said that she is serving on the Commission because the Airport is located within the Agua Caliente reservation.

9. DISCUSSION AND ACTION ITEMS:

9.A Operations, Properties and Facilities Committee Update

Committee Chairman Feltman said that an update had been provided at the previous Airport Commission meeting and that he had no further updates to provide to the Commission.

9.B Ad Hoc Design Review Committee Update

Committee Chairman Corcoran outlined the responsibilities of the Ad Hoc Design Review Committee for the new Commissioners, and he reported that Paradies had notified the Committee that the original vision for the projection system that would project local events on to the ceiling of the Cactus to Clouds Bar that was developed in the Bono Concourse was not going to be possible because Paradies had determined that the projections would not be visible during the daylight hours. He said that the designers presented an alternative design that added television monitors to the posts of the bar to promote local events.

Committee Chairman Corcoran asked Airport Administration Manager Carpenter if the concession projects were on schedule. Ms. Carpenter reported that there had been some slight delays that were due to building permit delays, and she said that the Airport Planner was aggressively working with City staff to get the building permits processed as quickly as possible.

9.C Marketing and Business Development Committee Update

Committee Chairman Burke reported that the Committee had met on July 12th, and he said that Deputy Director of Aviation, Marketing and Air Service Meier had provide updates on the Airport's new branding, customer experience, and advertising. He said that Mr. Meier had reported to the Committee that Phase 1 of the Airport's new branding rollout had started on July 10th which focused on the new look and feel of the Airport's website, social media, advertising, Navigator uniforms, in terminal signage, media backdrop, and podium sign.

Committee Chairman Burke said that Mr. Meier had reviewed several exciting customer experience projects that staff was exploring which included a Dementia Friendly certification, an online Lost and Found Program, and a Ship to Home Program to help passengers ship home prohibited TSA items. He also said that there were several projects that were being rolled out such as Good Maps which is designed to assist visually impaired customers, and a therapy dog program to help reduce customer anxiety.

Committee Chairman Burke said that Mr. Meier had reported that the Airport's advertising contractor Fuse had presented some significant revenue opportunities, and he said that the Committee was pleased with Fuse's performance. Vice Chairman Corcoran referred to the Fuse contract, and he asked if there had been any changes made to the technology or equipment being used for advertising. Committee Chairman Burke said that he would defer the question to Mr. Meier. Commissioner Fong asked for information on the different phases of the Airport's branding roll out. Committee Chairman Burke said that he believed that Mr. Meier would be providing information on the phases in the Marketing Update.

9.D Marketing and Air Service Update

Deputy Director of Aviation, Marketing and Air Service Meier presented the July 2023 Marketing and Air Service update. Commissioner Fong inquired about the branding phases. Mr. Meier explained that there was a significant number of steps in the branding phases and that most importantly anything that has the old logo would need to be updated with the new logo.

Vice Chairman Corcoran referred to the Fuse contract, and he asked if Fuse would be doing anything new with the advertising technology or equipment. Mr. Meier said that Lamar had removed the digital static screens in the baggage claim area and that Fuse

would be placing new digital screens in the baggage claim area, and he said that the majority of the static screens throughout the Airport would be replaced with the digital screens which would allow for the advertising to be changed more quickly. Mr. Meier noted that the static screens that were in the courtyard had been damaged by the heat and that Fuse was looking into retrofitting those screens.

9.E Financial Summary Update

Airport Administration Manager Carpenter provided an overview of the financial summary ending on June 30, 2023. Commissioner Caldwell inquired about the fiscal year period. Ms. Carpenter explained that the fiscal year was from July 1, 2022 to June 30, 2023. Commissioner Wise suggested that Ms. Carpenter explain to the new Commissioners how some of the funds can only be used for certain projects. Ms. Carpenter explained that Fund 405 could be used for the consolidated rental car facility, and the PFC funds could be used for FAA approved projects.

Chairman Dada thanked Ms. Carpenter for sharing the investment policy with the Commission, and he asked about the allowable length of time for an investment. Ms. Carpenter said that she would need to provide that information at a future Commission meeting. Chairman Dada asked if the City would retain the interest income or if the Airport would receive the interest income. Ms. Carpenter said that the Airport would receive the interest income. Chairman Dada inquired about what the interest income could be used for. Ms. Carpenter said that the interest income would go into the Operations and Maintenance revenue account.

9.F Concessions Update

Airport Assistant Director Keating reported that both Paradies and The Marshall Retail Group (MRG) continue to be responsive to staff's requests and that the Airport staff holds weekly meetings with Paradies and MRG. He said that staff had received 20 separate design packages which were being reviewed by staff. Mr. Keating reviewed the schedule for the concession projected opening dates. Commissioner Wiseman requested that the original project completion dates be provided in the schedule so that the Commission can see the schedule changes.

9.G Projects and Airport Capital Improvement Program Update

Airport Executive Director Barrett noted that the update had been provided in the agenda packet, and he reported that staff would be submitting a staff report to the City Council for the approval of a construction manager at risk agreement with Skanska USA Building Inc. for the expansion of the baggage claim. Mr. Barrett explained that in February 2023, the Airport had been awarded a \$5.7 million competitive FAA grant for the renovation of the baggage claim, and staff learned in May that the Airport had a July 31st deadline to have the construction management agreement in place.

10. EXECUTIVE DIRECTOR REPORT:

Airport Executive Director Barrett reported that in the adopted budget for fiscal years 2023-24 and 2024-25, the Airport was authorized 49 additional full time employee positions, and approximately half of the employees would be hired in fiscal year 2023-24 and the other half in 2024-25. Mr. Barrett recognized that there had been concerns about the space planning and onboarding challenges, and he said that staff had been able to solve the space planning by identifying additional office space and by using creative thinking to better utilize the space that is currently being used. Mr. Barrett said that a Human Resources Specialist was hired to report to the Airport exclusively to facilitate the Airport's recruitments, and the Human Resources Department would be contracting with a consulting firm that would be working on recruitments with an emphasis on Airport recruitments. He said that the Airport was focused on hiring staff for capital development positions, Operations, three new Fire Captains, and an Accountant.

Mr. Barrett reported that the Airport has an opportunity to potentially have a closer partnership with a community stakeholder through a naming sponsorship of the Reginal Jet (RJ) Concourse which would be a revenue generating agreement that would involve some minor signage as well as some advertising on the boarding bridges. Deputy Director of Aviation, Marketing and Air Service Meier provided an example of the placement of the advertising on a jet bridge, and the naming sponsorship placement on the outside wall of the RJ entrance, and on the inside wall of the RJ. Mr. Meier noted that advertising wasn't typically approved by the Commission and that due to the size of the projects, staff felt it would be important to get the Commission's feedback.

Vice Chairman Corcoran asked how much the Airport would be getting for the sponsorship. Mr. Meier said that the details were still being worked out, and he said that it would be over a million dollars. Commissioner Wise inquired about the contract term. Mr. Meier said that the contract term was also being worked out and that it would be a multi-year contract. Commissioner Young asked if the staff had any concerns about the partnership or reputational risk. Mr. Barrett said that staff did not have any concerns about reputational risk, and he said that staff's main concern was that the partnership would highlight the benefits of the community while ensuring it was also respectful to the community, Airport Commission, and the City Council.

Vice Chairman Corcoran asked how the staff would be sharing the sponsorship updates with the Commission, and when would the information be shared with the community. Mr. Barrett said that there needed to be further discussions with the community partner and that staff could provide an update to the full Commission or the Marketing Committee, and once approved, a public announcement could be made. Vice Chairman Corcoran asked if the revenue would be added to the advertising budget. Airport Administration Manager Carpenter said that the revenue would go into the Operations and Maintenance revenue account.

Commissioner Miller inquired about other Airports that offer this type of sponsorship opportunity. Mr. Meier said that to his knowledge, PSP would be the first to offer naming rights. Commissioner Miller voiced his concern about the Airport tying itself to the organization that has the naming rights, and the Airport running the risk of that organization, outside of the scope of any control the Airport has of that organization, doing something that could make the Airport look bad. Commissioner Miller suggested that the Airport proceed with caution, and he said that the Airport's reputation is invaluable, and money may not be the best reason to proceed with the sponsorship. Mr. Meier said that there would be a clause in the agreement that would allow the Airport to cancel the contract.

Executive Program Administrator Brown said that Commissioner Feltman could ask his question and then the Commission would need to move forward with the agenda and that the item could be brought back as a Discussion and Action Item for a future Commission meeting. Commissioner Feltman said that he felt that there should be a vetting process that would include members of the Commission who have deep ties to the community in addition to the Airport staff, and it would concern him if it were to come to the Commission as an announcement. He also questioned why the sponsorship would be put out for bid, he voiced his concern about it appearing to be an inside deal, and he noted that the Airport is a public entity. Mr. Barrett clarified that staff would be bringing this item back to the Commission to get the Commission's feedback. Vice Chairman Corcoran asked staff to also provide an analysis of the rationale behind the amount of the sponsorship.

Commissioner Miller asked if staff had informally spoken to any of the City Councilmembers about the sponsorship. Mr. Barrett said that he had spoken to the City Manager about the sponsorship opportunity, and the City Manager had notified the City Council about the sponsorship opportunity. Commissioner Fong asked if the Commission could review the sponsorship agreement. Mr. Barrett said that he would need to run the request by the City Attorney. City Attorney Holm said that the agreement would be vetted by a City Attorney before it would be presented to the Commission or the City Council.

11. COMMISSIONERS REQUESTS AND REPORTS:

Commissioner Adams shared information with the Commission about other Airport's choosing to have silent operations which involves the airport eliminating all overheard speaker announcements to reduce ambient noise, and technology is used to send announcements out electronically.

12. REPORT OF CITY COUNCIL ACTIONS:

- 12.A. Past City Council Actions
- 12.B. Future City Council Actions

13. RECEIVE AND FILE:

- 13.A Airlines Activity Report May 2023
- 13.B Airline Activity Report Fiscal Year Comparison

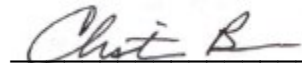
14. COMMITTEES:

- 14.A Future Committee Meetings

Executive Program Administrator Brown announced that an Ad Hoc Design Review Committee meeting had been scheduled for Wednesday, July 26th at 4:30 p.m.

ADJOURNMENT:

The Airport Commission adjourned at 6:40 P.M. to a Regular Meeting on September 20, 2023, at 5:30 P.M.



Christina Brown
Executive Program Administrator

FOLLOW-UP TO STRATEGIC PLANNING SESSION UPDATE



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Airport Comparisons

DECEMBER 20, 2023

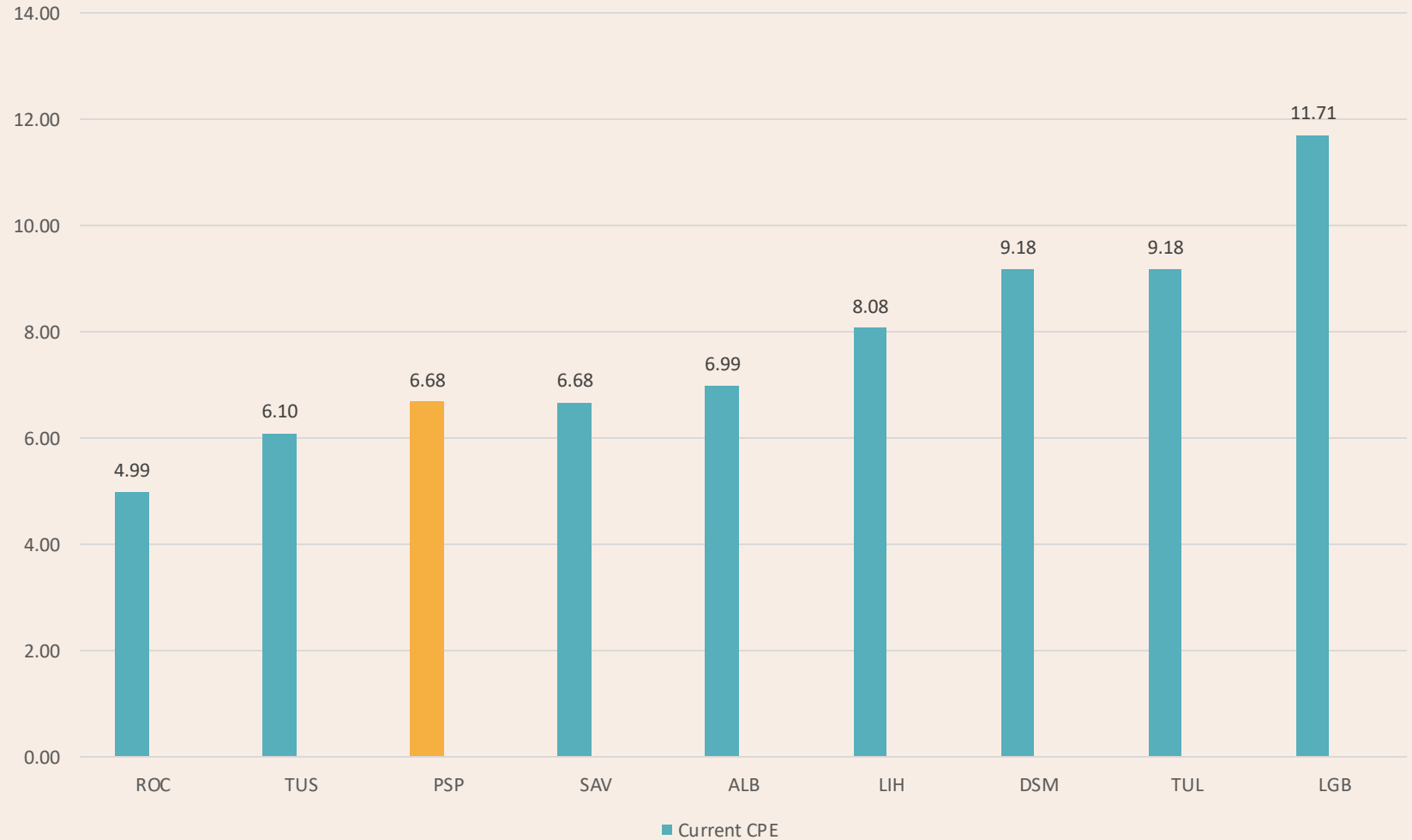
Enplanements - 2022

*Passengers
onboarding a
commercial
aircraft.*



Cost Per Enplaned Passenger - 2022

*Passenger
airline
aeronautical
revenue*



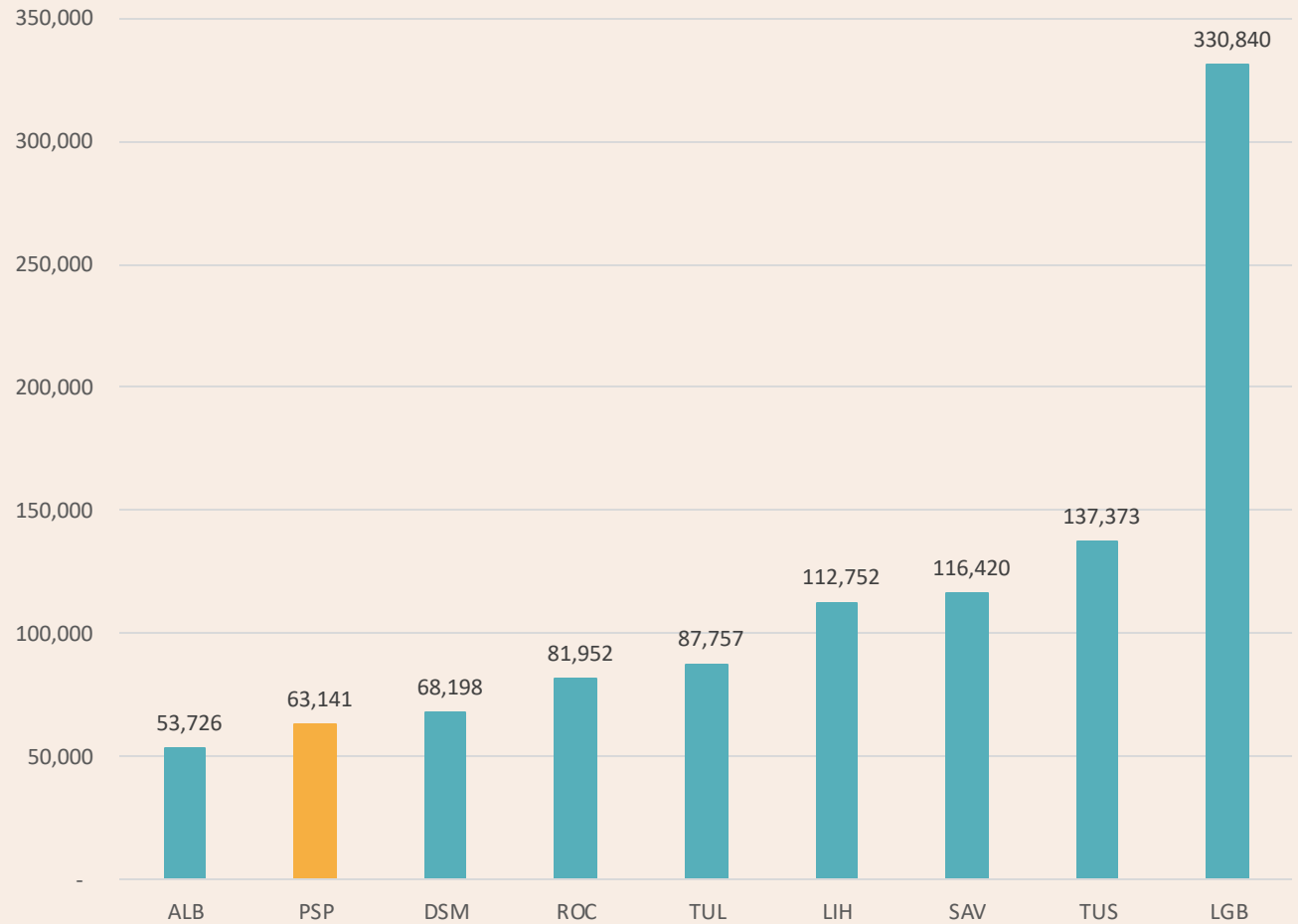
Signatory Landing Fees per 1,000 lbs – 2022

Signatory fees prior to the new AULA were \$1.88. Effective July 1, 2023, Signatory Landing Fees increased to \$2.96 to cover operational expenses



Aircraft Operations - 2022

Aircraft operations for PSP totaled 63,141





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Baggage Handling System Fees

DECEMBER 20, 2023

Baggage Handling System Fees

Operational Costs Allocated to Airlines	PRICE
Fiscal year 2023-24 projected operational costs.	\$897,000
Signatory – average fee per enplaned passenger	\$0.52
Non-Signatory – average fee per enplaned passenger	\$0.65



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Capital Improvement Projects

DECEMBER 20, 2023

Capital Improvement Projects

Fiscal Year 2022-23 Airport Capital Projects

No. of Projects	Project	Description	Location	Budget	Funding Source	Grant Share	Airport Share	Proposed Completion FY
1	Taxiway "W" and "A1" Rehabilitation	Project will design the asphalt based on the needs of the airfield	Airside	630,000	Airport	571,158	58,842	Q4-2024
2	Wildlife Hazard Management Assessment	Project will conduct a wildlife hazard study of the airfield	Airside	140,000	Airport	126,924	13,076	Q1-2025
3	Airfield Hot Spots Study	Project will assess the hot spots on the airfield to improve safety on the airfield and make a recommendation to mitigate.	Airside	200,000	Airport	181,320	18,680	Q4-2024
4	Master Plan	Project will conduct a full scale master plan of the landside, airside and terminal	Landside/Airside/Terminal	2,275,816	Airport	2,108,584	217,231	Q1-2025
5	Terminal Optimization (Common Use)	Project will design and construct the common use at the gates to allow the airport, airlines and ground handling agents to support the optimization of passenger processes using shared technologies.	Terminal	1,805,000	Airport	-	1,805,000	Q4-2024
Subtotal Fiscal Year 2022-23 Projects				5,050,816		2,987,986	2,112,829	

Capital Improvement Projects

Fiscal Year 2023-24 & 2024-25 Airport Capital Projects

No. of Projects	Project	Description	Location	Budget	Funding Source	Grant Share	Airport Share	PFC	Proposed Completion FY
6	Consolidated Rental Car Facility (Design)	Project will improve safety by allowing workers to easily reach and maneuver heavy objects.	Landside	2,500,000	CFC	-	-	2,500,000	Q4-2026
7	Parking Revenue System	Project will procure equipment, software and wayfinding to improve the public parking system. The existing system has reached its useful life.	Landside	500,000	Airport	-	500,000	-	Q4-2024
8	Lot A, Economy Lot Parking, Employee Lot (W of El Cielo) - (Design)	Project will rehabilitate 82,720 square feet of raw land into an employee parking lot, west of El Cielo.	Landside	2,400,000	Airport	-	2,400,000	-	Q4-2025
9	Electric Charging Station Infrastructure - Chargers acquisition	Project will procure 80 electric chargers to be installed in public parking lot "B".	Landside	300,000	Airport ACIP	271,980	28,020	-	Q4-2024
10	Procure two Zero Emissions Buses	Project will procure Zero Emissions Vehicles (ZEV) to provide transportation between the terminals and the public parking.	Landside	2,000,000	Airport VALE/ZEV Grant	5,892,900	607,100	-	Q4 - 2024

Capital Improvement Projects

11	Wi-Fi	Project will replace existing and install additional access points around the airport to improve connectivity	Terminal	500,000	Airport	-	350,000	-	Q3-2024
12	Restroom Capacity & ADA Renovations (Construct)	Project will rehabilitate ten restrooms and convert them into gender neutral bathrooms.	Terminal	10,000,000	Airport BIL-ATP Grant	9,500,000	500,000	-	Q3-2025
13	Outbound Baggage Handling System Terminal Expansion & Passenger Screening Facility Expansion (Design)	Project will expand existing terminal to incorporate the newly designed baggage handling system.	Terminal	20,000,000	Airport ACIP	13,560,000	-	-	Q3-2026
14	Arrivals Baggage Claim Expansion (Design & Construct - CMAR)	Project will procure a consultant to design the baggage claim to add additional capacity to the terminal.	Terminal	6,000,000	Airport BIL-ATP Grant	5,700,000	300,000	-	Q4-2025
15	Carpet Replacement - Main terminal lobby and security check point	Project will remove and replace 15,110 square feet of carpet in the main center terminal and security checkpoint.	Terminal	400,000	Airport	-	150,000	-	Q4-2024

Capital Improvement Projects

16	Replace Eight Water Fill Stations	Project will replace the existing water stations	Terminal	50,000	Measure J	-	50,000	-	Q4-2024
17	Shade Structure - Uber/Lyft/Taxi	Project will design and construct shade structure for the Transportation Network Companies	Landside	1,000,000	Measure J	-	1,000,000	-	Q2-2025
18	Mid-Century Outdoor Seating Benches/Circular Benches/Interior Benches/Cement Planting Structures	Project will design and install benches around the airport	Terminal	100,000	Measure J	-	100,000	-	Q1-2025
19	Shade Area - Phase 1	Project will install shade structures in the sterile area outside of TSA checkpoint and at Nine Cities Craft by the Regional Jet Concourse	Terminal	236,000	Airport VGPS Grant	100,000	136,000	-	Q4-2024
Subtotal Fiscal Year 2023-24 and 2024-25 Projects				45,986,000		35,024,880	6,121,120	2,500,000	-

Thank you.



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Master Plan Update



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Terminal Area Alternatives

DECEMBER 20, 2023

Alternative 1A Expand & Renovate

Alternative 1A Summary

Consideration	Phase 1	Phase 2	Phase 3	Phase 4
Phase ROM Cost	\$900M	\$1.1B	\$100M	\$100M
ROM Total Cost	\$900M	\$2B	\$2.1B	\$2.2B
Gate Positions (Narrowbody)	25	24	29	34
RON Positions	5	8	8	8
Courtyard SF (secure side)	61,000	88,000	88,000	88,000
Surface Parking Spaces	2,778	3,194	3,194	3,194
Planning Activity Level Requirements	PAL 1	PAL 2	PAL 3	PAL 4
Gate Positions (Narrowbody)	23	24	27	32
Public & Employee Parking Spaces	2,063	2,450	2,756	3,321



Advantages of Alternative 1A

- Significantly lower total and Phase 1 ROM costs and likely lower costs to be passed along to airlines.
- Maintains existing character of PSP by preserving major elements including the Wexler headhouse, the Bono concourse, the fountain, the Tahquitz Canyon Way connection, the outdoor courtyard, the mountain view corridors and the minimal walk distances.
- Conveniently locates CONRAC immediately adjacent to the baggage claim.
- Conveniently locates FIS near the existing baggage claim.
- Eases construction phasing with multiple and entirely separate and modern concourses.
- Estimated timeframe from end of Master Plan to ribbon cutting is 3.5 to 5 years.
- Provides PSP opportunities for stopping points during construction of the four program phases in the event of an economic downturn or unforeseen demand reduction.



Disadvantages of Alternative 1A

- Long term walking distance increases for south concours that would likely require moving walkways.
- Requires significant renovation of existing spaces including Wexler headhouse and Bono concourse and associated energy efficiently impacts.
- Operational challenges during construction include likely having to shuttle rental car passengers.

Alternative 3 Replace

Alternative 3 Summary

Consideration	Phase 1	Phase 2	Phase 3	Phase 4
Phase ROM Cost	\$1.7B	\$900M	\$100M	\$100M
Running ROM Cost Total	\$1.7B	\$2.6B	\$2.7B	\$2.8B
Gate Positions (Narrowbody)	20	24	28	32
RON Positions	3	11	8	8
Outdoor Courtyard SF	26,000	26,000	26,000	26,000
Surface Parking Spaces	3,441	3,441	3,441	3,441
Planning Activity Level Requirements	PAL 1	PAL 2	PAL 3	PAL 4
Gate Positions (Narrowbody)	23	24	27	32
Public & Employee Parking Spaces	2,063	2,450	2,756	3,321



Advantages of Alternative 3

- Creates brand new terminal and vehicle parking facilities.
- New terminal systems would likely be more energy efficient and reduce annual operations and maintenance costs.
- Minimizes terminal phasing disruptions to existing operations during construction.
- Provides a larger landside area for the CONRAC.
- Maintains historic Wexler terminal and allows the community to determine a future non-terminal related use for this important facility.



Disadvantages of Alternative 3

- Significantly higher ROM costs, particularly in Phase 1 that would need to be passed along to the airlines.
- Phase 1 only results in a net gate of 2 gates from 18 currently to 20 total gates.
- Minimal landside vehicle parking space is available given the need to relocate Kirk Douglas Way. Currently, the Airport does not own much of the property between KDW & Ramon Road.
- Gating operations on the RJ concourse would likely be reduced to three parking positions during construction—placing gate demand in a larger deficit from what it currently is today
- Disrupts the connection of the terminal to downtown Palm Springs via Tahquitz Canyon Way.
- Requires a longer timeline from end of Master Plan to ribbon cutting.
- Once construction of Phase 1 begins, the Airport is essentially committed to the significant investment of the overall program.
- Operational challenges during construction include likely having to shuttle public parking passengers.

Master Plan Alternatives 1A & 3 – Commissioner and VGPS Comments & Questions

Rick Wise		
Alternative 1A Pros	Alternative 3 Pros	Comments
<ul style="list-style-type: none"> • Phase 1 faster • Keeps Wexler Bldg. part of airport operations. • Keeps Courtyard accessible to passengers. • Less expense per gate • Keeps mid-century uniqueness. • Faster accommodations for international travel • Greater use of \$35M new baggage system 	<ul style="list-style-type: none"> • Airport staff are in favor of this plan. • More modern • More efficient • Less impact on customers during Phase 1 	<p>It would be interesting to hear what Hospitality has to say about the two alternatives. We need to better understand why passengers grade PSP so high. It's not the waiting on the tarmac for a gate, it's not the very long wait for baggage, it's not the long lines to check-in or get a rental car. It's the uniqueness of getting off a plane and immediately getting immersed in the midcentury uniqueness of Palm Springs. The outside courtyard, the beautiful Wexler Building. As a Commission and then ultimately the City Council, we need to decide what PSP will be in the future. Do we keep that uniqueness or do we become a modern airport like so many others in the country.</p>
Alternative 1A Con	Alternative 3 Cons	
<ul style="list-style-type: none"> • No plan for Rental Cars during Phase 1 	<ul style="list-style-type: none"> • Loss of Courtyard for passengers • Loss of functioning Wexler Bldg. • Loss of 3 -4 gates in RJ Terminal for 5-6 years. 	

Master Plan Alternatives 1A & 3 – Commissioner and VGPS Comments & Questions

Tony Michaelis

Questions/Comments:

I believe Airport management and the Consultant should weigh in on which alternative they recommend and why. They are the experts and I see no reason not to share their opinion and still remain objective moving forward. Is there any reason to believe that the airlines would favor one alternative over the other? Since cost is likely a major consideration, I assume Alternative 1a would be the preferred option based on initial comments by one airline.

Cost: How will the project be funded? Does Alternative 3's higher cost make it more difficult to fund? I'm particularly concerned that Alternative 3 requires the Airport to commit to the overall program with a significant investment in Phase 1 without any real flexibility to adjust for unforeseen circumstances.

Disruptions: Which alternative is least disruptive? Beyond car rental offsite requirement what is the likely impact on passenger experience for Alternative 1a? It would seem that rental car shuttling is preferable over passenger parking shuttling which would be needed in Alternative 3. Can Airport management comment or elaborate on whether Alternative 1a disruptions would dramatically impact passenger or airline experience. **Delays:** Which Alternative requires the need to use non-airport owned property? If property acquisition is needed, what is likelihood of cost or acquisition issues delaying the project. **Long term operating impact:** Alternative 3 is identified to have energy efficiencies, reduction in annual operations and maintenance costs. Is there any information on the savings or lack thereof from choosing Alternative 1a. **Alternative 1A** offers lower cost, quicker build, the ability to stop construction for unforeseen events, continued active airport use of Wexler building and avoids wasting the money used for the baggage claim renovation. Disruption impact is major outstanding question.

Robert Berriman

Questions/Comments:

Mead & Hunt Issues: Only the outer exterior views were presented, nothing indicated where the Checkpoint(s) Checked Bag Screening or Baggage Claim(s) would be for either plan. **ALTERNATIVE 1A EXPAND AND RENOVATE (Hybrid):** • Keep the Wexler Headhouse as a terminal. Do not remove the Regional and Bono Terminals when an extended new 1A Concourse could allow for taxi room around the existing Regional Terminal. This would increase the gate numbers and keep the airport operational during construction of the new south terminal gate expansion/extension. • By keeping the Wexler Headhouse, the then to be renovated TSA Baggage system is already in place. • Con: The CONRAC is very distant to passengers arriving or departing from the farthest new gates. Possibly move the CONRAC to the Plan 3 space designation. **Airport Issues:** Are there Contractual lease issues with Signature Air relocation? Many airports have multiple TSA Checkpoints, this gives seasonal flexibility to open or close areas as demand requires. TSA staffing is generally not based on the number of checkpoints but rather on passenger load. Will there be difficulty finding concessionaires for a large #3 expansion? **ALTERNATIVE 3 REPLACE:** • Potentially move Signature Air into the Wexler Building • Large Parking Lot A is a considerable distance from passengers arriving or departing the new terminal. • Can the proposed new parking area actually be purchased? • Pro: the CONRAC is more centrally located to all passengers.

Master Plan Alternatives 1A & 3 – Commissioner and VGPS Comments & Questions

Jan Pye

Questions/Comments:

1. First, take into consideration the public's viewpoint:

Alternative 3

- a. Wexler Building is important and should be saved ... staff have some options.
- b. Alter 3 will benefit the public and operations ... and reduce current operations.

Alternative 1A

- a. Quickest alternative and cheapest ...? At what future cost
- b. Keeps Wexler as the focal point of Bono.
- c. Doesn't allow for all departing/arriving pax to journey through the courtyard.

These observations lean more toward Alternative 3.

2. Terminal Area Alternatives from Commission meeting Dec 6

Advantages of Alternative 1A ... agree with all.

Disadvantages of Alternative 1A:

“Long term walking distance increases for south concours that would likely require moving walk ways”. With our aging population, is this wise? For others, not residents here, are we being customer-friendly? It is the same for “Operational challenges during construction include likely having to shuttle rental car passengers.”

Advantages of Alternative 3 - I agree strongly with these advantages.

Disadvantages of Alternative 3

All of the disadvantages are reasonably dependent on the projection of a 5-year plan. Does the Commission or even the Council want to commit to the cheaper cost? This airport is special concerning tourism, architecture, scenery, etc.

3. For Efficiency:

The Council should consider the Airport staff concerning decentralizing its weakness in Human Resources, Information Technology, Procurement, and permitting. This may eliminate some of the goal hindrances from the Master Plan to the ribbon cutting.

Master Plan Alternatives 1A & 3 – Commissioner and VGPS Comments & Questions

Keith Young

Questions/Comments

- There are two estimates described for the Alternative 1A schedule: 3.5 years and 3.5 to 5 years. Given that the 3.5 year estimate was discussed as a meaningful advantage to Alternative 1A, please clarify this difference (particularly since 5 years is also listed in the range for Alternative 3).
- Are construction delays more likely with a renovation (e.g. unexpected conditions, historical limitations, or hazards during renovation) than with a new build? If so, should this impact how we understand the construction time estimates?
- Assuming that PSP remains a popular destination, are the variable costs passed along to airlines likely to impact the frequency of service they choose to offer as the new facility is opened?
- Please provide in the chart, if possible, the number of gate positions offering jet bridges at each phase (or confirm that all gate positions listed in the summary will have jet bridges). Please confirm that we should think of gates with jet bridges as offering significantly more turnaround opportunities (and thus greater passenger capacity) than gates without bridges.
- Are there any of the renovated elements of Alternative 1A that would likely require additional upgrades within 15-25 years? If so, is there any meaningful way to estimate these costs?
- Would the larger landslide area for the CONRAC in Alternative 3 also potentially yield additional parking spaces that would not be possible in the CONRAC of 1A?
- Are the “operational challenges” of shuttling rental car passengers (1A) or public parking passengers (3) essentially comparable, but affecting different passenger types?
- Will the benefits of an improved concourse experience for some travelers in Phase 1 of Alternative 1A outweigh the inconveniences of displaced rental car lots, etc. that will be experienced by all travelers requiring those services?

We obviously had some discussion at the end about a modified Alternative 3 that somehow incorporated Wexler. The following question refers to that, in the event that our discussion revisits that idea:

- Is there a way that the Wexler Building could house gate car passengers (1A) or public parking passengers (3) essentially comparable, but affecting different passenger types?

Master Plan Alternatives 1A & 3 – Commissioner and VGPS Comments & Questions

David Feltman

Comments:

I continue to favor plan 1 A. I do not agree that an "advantage" of Alternative 3 is that it "Maintains historic Wexler terminal and allows the community to determine a future non-terminal related use for this important facility." That is a wildly inaccurate statement and is essentially "spin". There is no future use for that building in this plan so characterizing it as maintaining the building is inaccurate. Furthermore, the community is now in the middle of the re-use of another facility that is somewhere in the neighborhood of \$15-\$20 million over budget and the taxpayers are being asked to fund that overrun. The community is not suited to decide or implement the reuse of this building. Therefore, this plan creates a White Elephant out of a historic building in the City so, therefore, it is not "maintained."

J Craig Fong

Comments:

Without yet committing myself to one Alternative or the other, I note the following:

Alternative 1A This alternative provides PSP with needed additional gates more quickly than Alternative 3. It is not dependent on acquisition or seizure of additional land, which could be expensive and problematic. I am particularly cognizant that Alternative 1A provides PSP with faster access to full international capability, tries to meet community needs more quickly, and has relatively less construction-related disruption than Alternative 3. I do not view the long walking distances as a negative, if there is a moving walkway; indeed, a moving walkway would be an advantage, given the needs of many area residents. I am, however, somewhat unhappy at the large footprint of the CONRAC. All of this at a cost that is lower than that for Alternative 3.

Alternative 3 This alternative provides the Coachella Valley with a virtually new airport, to carry it through the 21st century. Such an airport would meet the needs of a community that is unrecognizably different from when PSP was first built. A new terminal would be an engine for tourism growth and regional development for the rest of the century. Construction would provide employment throughout the region. The Wexler facility was designed for a markedly different age of air transport, and its use in Alternative 1A saddles airport management with a building that is, even today, no longer fit for purpose, requiring myriad workarounds detrimental to efficiency. Instead, the iconic Wexler structure could be repurposed as a community landmark, perhaps in partnership with the USO, as a display space for the Palm Springs Air Museum and the Agua Caliente Cultural Museum, and as a community conference space.

Scott White - Visit Greater Palm Springs

Comments:

Alternative 1A - In this alternative, the Airport will lose three (3) gates in Phase 2 of construction.

The following questions were submitted by Airport Commissions members to Airport Staff and the Master Plan Consultant Team. Written answers are provided, and further discussion and clarification can be provided at the Commission Meeting on December 20th.

1) As a Commission and then ultimately the City Council, we need to decide what PSP will be in the future. Do we keep that uniqueness or do we become a modern airport like so many others in the country.

- The is a question that that the Commission and Council should ultimately answer. However, the Master Plan Team has worked to incorporate the PSP uniqueness in both Alternatives 1A and 3 and many of these unique elements can be incorporate into the terminal design.

2) Is there any reason to believe that the airlines would favor one alternative over the other? Since cost is likely a major consideration, I assume Alternative 1a would be the preferred option based on initial comments by one airline.

- Yes, Airport Staff and the Master Plan Team meet with the AAAC on December 12 and the airlines unanimously expressed support for Alternative 1A.

3) How will the project be funded? Does Alternative 3's higher cost make it more difficult to fund? I'm particularly concerned that Alternative 3 requires the Airport to commit to the overall program with a significant investment in Phase 1 without any real flexibility to adjust for unforeseen circumstances.

- A funding plan has not yet been determined. It is a common misconception that airports are funded with taxpayer dollars. Infrastructure projects at airports in the United States are typically funded through the following key mechanisms: federal grants through the FAA's Airport Improvement Program (AIP), the Passenger Facility Charge (PFC) local user fees, airport reserves, general airport revenue bounds, or public private partnerships.
- Yes, Alternatives 3's higher costs make funding the terminal improvements more challenging.

4) Which alternative is least disruptive? Beyond car rental offsite requirement what is the likely impact on passenger experience for Alternative 1A? It would seem that rental car shuttling is preferable over passenger parking shuttling which would be needed in Alternative 3. Can Airport management comment or elaborate on whether Alternative 1A disruptions would dramatically impact passenger or airline experience.

- Both alternatives are disruptive and each of the four phases in both alternatives have varying descriptions to existing operations. For example, in Alternative 1A, rental car passenger shuttling would likely be required during CONRAC construction in Phase 1. In Alternative 3, public passenger shuttling would likely be required during CONRAC construction in Phase 1 as the CONRAC is sited in the existing public parking area.
- Airport staff will comment at the December 20th Airport Commission meeting.

5) Which Alternative requires the need to use non-airport owned property? If property acquisition is needed, what is likelihood of cost or acquisition issues delaying the project?

- Both alternatives include a recommendation for airport property acquisition for the purposes of meeting public parking demand. However, both alternatives could likely move forward without the acquisition.

6) Alternative 3 is identified to have energy efficiencies, reduction in annual operations and maintenance costs. Is there any information on the savings or lack thereof from choosing Alternative 1A?

- Alternative 1A requires more replacement of existing utilities and building systems. Specific quantified savings on Operations and Maintenance costs depends on the type of system equipment procured which is a design consideration that will be evaluated during architectural design.

7) Disruption impact is major outstanding question.

- Please see the response to Question number 5.

8) Only the outer exterior views were presented, nothing indicated where the Checkpoint(s) Checked Bag Screening or Baggage Claim(s) would be for either plan.

- Gensler has developed a rough interior floor plan for both alternative for the purposes of space adjacency and to ensure that the functional components of the terminal in each alternative would fit together.

9) Are there Contractual lease issues with Signature Air relocation?

- The Airport and Signature do currently have a lease agreement and dependent on timing of the relocation, that lease agreement may need to be revised and renegotiated.

10) Will there be difficulty finding concessionaires for a large #3 expansion?

- The Airport recently developed a new concessions program and interest from future concessionaires is expected to be high in either alternative concept.

11) Can the proposed new parking area in both alternatives actually be purchased?

- Both alternatives include a recommendation for airport property acquisition for the purposes of meeting public parking demand. However, both alternatives could likely move forward without the acquisition.

12) All of the disadvantages of Alternative 3 are reasonably dependent on the projection of a 5-year plan. Does the Commission or even the Council want to commit to the cheaper cost?

- A funding plan has not yet been determined.

13) There are two estimates described for the Alternative 1A schedule: 3.5 years and 3.5 to 5 years. Given that the 3.5 year estimate was discussed as a meaningful advantage to Alternative 1A, please clarify this difference (particularly since 5 years is also listed in the range for Alternative 3).

- There are a number of variables that impact the design/construction timeline. Because less square feet of new terminal facilities are being constructed in 1A vs. 3 in Phase 1, its reasonable to expect that 1A Phase 1 can be completed sooner. The range of timeline for either alternative is likely 4 to 7 years.

14) Are construction delays more likely with a renovation (e.g. unexpected conditions, historical limitations, or hazards during renovation) than with a new build? If so, should this impact how we understand the construction time estimates?

- It is reasonable to assume that new construction has a lower potential for delays, but at this point, we do not have enough information to definitively determine the potential for delays.

15) Assuming that PSP remains a popular destination, are the variable costs passed along to airlines likely to impact the frequency of service they choose to offer as the new facility is opened?

- This is certainly possible and does occur at Airports where the cost per enplanement is too high, but the answer to this question is unknown at this time. The fact that PSP is served by 13 airlines indicates strong demand.

16) Please provide in the chart, if possible, the number of gate positions offering jet bridges at each phase (or confirm that all gate positions listed in the summary will have jet bridges). Please confirm that we should think of gates with jet bridges as offering significantly more turnaround opportunities (and thus greater passenger capacity) than gates without bridges.

- Both concepts include jet bridges at all gates although there are interim phases that could include walkout gates and/or remote hard stand gates.

17) Are there any of the renovated elements of Alternative 1A that would likely require additional upgrades within 15-25 years? If so, is there any meaningful way to estimate these costs?

- Baggage handling systems which include all baggage screening equipment, conveyor systems, outbound baggage carousels, inbound baggage systems, and baggage claim carousels have life expectancy of 15-20 years. These will most likely need to be replaced. The study team does have \$84M in the estimate.

Passenger boarding bridges last anywhere from 15-25 years depending on refurbishments and maintenance programs. Various PBBs on the Bono concourse may need to be replaced (estimated \$1-2M per PBB).

18) Would the larger landslide area for the CONRAC in Alternative 3 also potentially yield additional parking spaces that would not be possible in the CONRAC of 1A?

- Both CONRAC concepts yield similar number of parking spaces.

19) Are the “operational challenges” of shuttling rental car passengers (Alternative 1A) or public parking passengers (Alternative 3) essentially comparable, but affecting different passenger types?

- Yes.

20) Will the benefits of an improved concourse experience for some travelers in Phase 1 of Alternative 1A outweigh the inconveniences of displaced rental car lots, etc. that will be experienced by all travelers requiring those services?

- This question is somewhat subjective, but it is correct that a benefit of Phase 1 of Alternative 1A is an improved concourse experience and a disadvantage of Phase 1 of Alternative 1A is rental car displacement during construction.

21) Is there a way that the Wexler Building could house gates needed in peak travel times (seasonally) but not be the site of the FIS or international arrivals? (In such a model, perhaps the FIS is located in Alternative 3 with seasonal peak gates opened in Wexler for domestic flights.)

- Reconfiguring the Wexler Building to house gates, or more specifically hold room space for walkout gates is possible, but the redundancy of airport systems (i.e. TSA checkpoint, baggage, etc.) is inefficient.

22) I continue to favor Alternative 1A. I do not agree that an "advantage" of Alternative 3 is that it "Maintains historic Wexler terminal and allows the community to determine a future non-terminal related use for this important facility." That is a wildly inaccurate statement and is essentially "spin".

- This statement specifically referred to fact that the Wexler building would not be torn down or removed in Alternative 3.

23) Alternative 1A - In this alternative, will the Airport will lose three (3) gates in Phase 2 during construction?

- Construction of Phase 2 in Alternative 1A is anticipated to be at least 18 months meaning that passengers may have to be bussed to remote aircraft hard stands if gate demand exceeds the number of gates available.

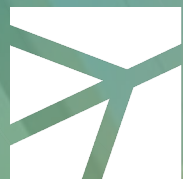
24) Can you provide some benchmarking to other small hub airports who have undertaken similar terminal expansions and any small hub airports that operate two independent terminals?

- A benchmarking slide has been prepared for the December 20th Commission meeting. There are no small hubs that the Master Plan team is aware of that operate two separate terminals.

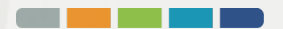
Palm Springs Airport Master Plan

Airport Commission Briefing

December 20, 2023



palm springs
INTERNATIONAL AIRPORT



Agenda

- ➔ Alt 1A and Alt 3 Phases and Cost Estimates
- ➔ Updated Timeline
- ➔ Terminal Project Benchmarking
- ➔ Feedback and Questions from Airport Commissioners
- ➔ Questions and Discussion

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Alt 1A and Alt 3 Phases and Cost Estimates



Refined Alternatives 1A and 3

→ Alternative 1A – Renovate and Expand

- ▶ Significant expansion of Wexler building with two new concourse located north and south

→ Alternative 3 – Replace

- ▶ New terminal facilities to the south and eventually repurpose the Wexler building

Alternatives Summary



Phase 1



Phase 2



Phase 3



Phase 4



Phase 4



Phase 1



Phase 2



Phase 3

Planning Activity Level Requirements	PAL 1	PAL 2	PAL 3	PAL 4
Gate Positions (Narrowbody)	23	24	27	32
Public & Employee Parking Spaces	2,063	2,450	2,756	3,321

Alternative 1A

Consideration	Phase 1	Phase 2	Phase 3	Phase 4
Phase ROM Cost	\$900M	\$1.1B	\$100M	\$100M
<i>Running ROM Cost Total</i>	<i>\$900M</i>	<i>\$2B</i>	<i>\$2.1B</i>	<i>\$2.2B</i>
Gate Positions (Narrowbody)	25	24	29	34
RON Positions	5	8	8	8
Courtyard s.f. (secure side)	61,000	88,000	88,000	88,000
Surface Parking Spaces	2,778	3,194	3,194	3,194

Alternative 3

Consideration	Phase 1	Phase 2	Phase 3	Phase 4
Phase ROM Cost	\$2.2B	\$400M	\$100M	\$100M
<i>Running ROM Cost Total</i>	<i>\$2.2B</i>	<i>\$2.6B</i>	<i>\$2.7B</i>	<i>\$2.8B</i>
Gate Positions (Narrowbody)	20	24	28	32
RON Positions	3	11	8	8
Courtyard s.f. (secure side)	26,000	26,000	26,000	26,000
Surface Parking Spaces	3,441	3,441	3,441	3,441

Cost Estimates by Phase

<i>Alternative</i>	<i>Phase</i>	<i>Cost Estimate</i>
Alternative 1A	TOTAL	\$2,207,886,262
	1A - Phase 1	\$879,427,910
	1A - Phase 2	\$1,145,490,054
	1A - Phase 3	\$93,188,731
	1A - Phase 4	\$89,779,568
Alternative 3	TOTAL	\$2,786,979,408
	3 - Phase 1	\$2,226,513,141
	3 - Phase 2	\$349,194,794
	3 - Phase 3	\$95,783,136
	3 - Phase 4	\$115,488,337

Source: Leyland Saylor

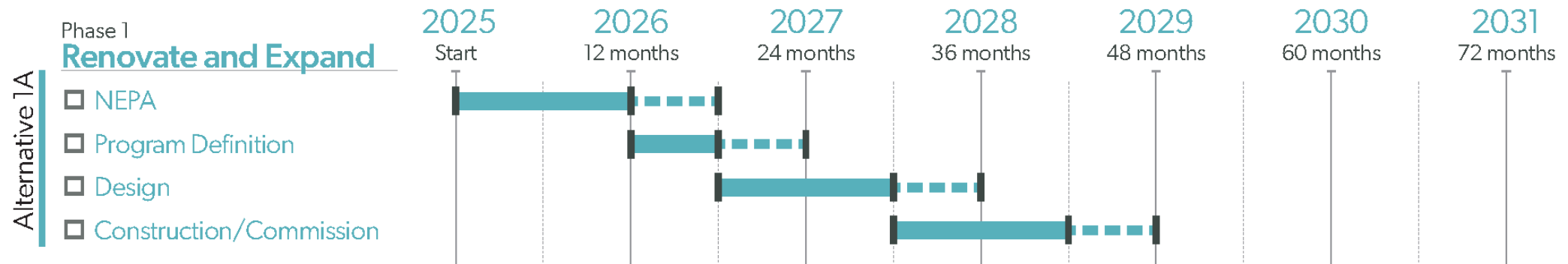


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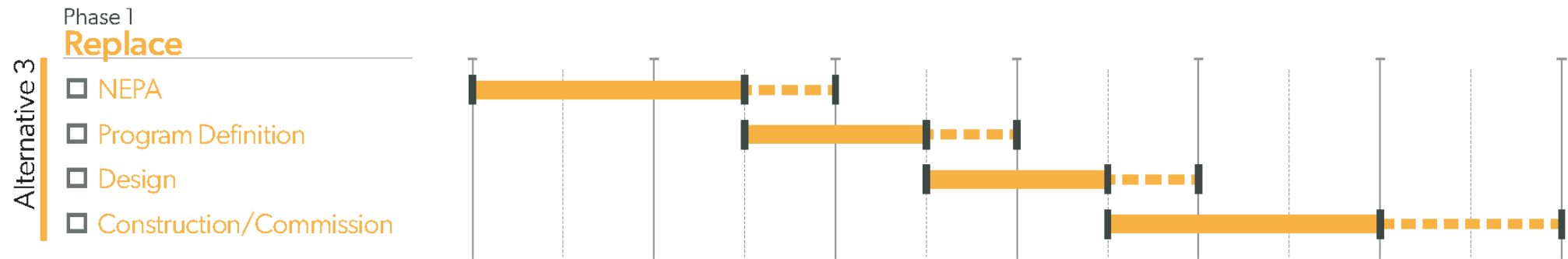
Updated Timeline



Estimated Schedule





Phase 1 - Terminal Programming, Design, and Construction



Phase 1 - Terminal Programming, Design, and Construction

LEGEND

-  Best Case Timeline
-  Potential Timeline



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Terminal Project Benchmarking



Terminal Benchmarking

<i>Airport</i>	<i>2022 Enplanements</i>	<i>Number of Gates</i>	<i>Cost of Program</i>	<i>Cost per Gate</i>
MCI (Kansas City, MO)	4,796,476	39	\$1,500,000,000	\$39,000,000
BUR (Burbank, CA)	3,054,729	14	\$1,240,100,000	\$53,000,000
CMH (Columbus, OH)	3,618,555	35	\$2,000,000,000	\$58,000,000
MOB (Mobile, AL)**	262,048	5	\$330,000,000	\$66,000,000
MSY (New Orleans, LA)	5,931,899	35	\$1,300,000,000	\$38,000,000
DSM (Des Moines, IA)***	1,368,130	6	\$448,125,000	\$75,000,000

Notes:*These cost estimates were obtained from public online sources. The programs of each of these projects vary in scope and located in different parts of the country ultimately affecting total program cost. They shall not be considered an exact comparison to PSP's proposed terminal program.

**The program cost estimate for MOB reflects the cost of Phase 1 which includes a terminal processor and 5 gates. The ultimate buildout includes a concourse expansion of 12 gates.

***DSM's terminal program cost estimates is divided into three phases. The cost estimate depicted above includes only Phase 1A which includes a terminal processor, 6-gate concourse, and landside development.



PSP Cost per Gate by Phase

<i>Alternative 1A Cost per Gate</i>			
<i>Phase</i>	<i>Number of Gates**</i>	<i>Cost of Program</i>	<i>Cost per Gate</i>
Phase 1***	7	\$346,016,000	\$50,000,000
Phase 2	9	\$1,145,491,000	\$128,000,000
Phase 3	5	\$93,189,000	\$19,000,000
Phase 4	5	\$89,780,000	\$18,000,000
Total Constructed Gates	26	\$1,674,474,000	\$64,403,000

Notes:
 *The scope of each phase differs causing a wide range of costs per gate in each phase (i.e. some phases include apron, roadwork, baggage handling systems, etc. while others do not).
 **Number of gates constructed in that phase
 ***Cost Estimate does not include CONRAC and contingencies along with the CONRAC

<i>Alternative 3 Cost per Gate</i>			
<i>Phase</i>	<i>Number of Gates**</i>	<i>Cost of Program</i>	<i>Cost per Gate</i>
Phase 1***	20	\$1,705,102,000	\$83,000,000
Phase 2	4	\$349,195,000	\$88,000,000
Phase 3	4	\$95,784,000	\$24,000,000
Phase 4	4	\$115,489,000	\$29,000,000
Total Constructed Gates	32	\$2,265,568,000	\$70,799,000

Notes:
 *The scope of each phase differs causing a wide range of costs per gate in each phase (i.e. some phases include apron, roadwork, baggage handling systems, etc. while others do not).
 **Number of gates constructed in that phase
 ***Cost Estimate does not include CONRAC and contingencies along with the CONRAC



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Feedback and Questions from Airport Commissioners



Commissioner Feedback

*No plan for
Rental Cars
during Alt 1A
Ph 1
Construction*

*Ph 1 is faster,
courtyard more
accessible, mid-
century uniqueness
and great use of
\$35M baggage
system*

*Need Staff and
Consultant
recommendation
on a preferred
alternative*

*Wexler was designed for a
different era in air
transpiration and renovating
it saddles staff with an
inefficient facility not
designed for its purpose.*

*I'm concerned that Alt 3
requires commitment to the
entire program and
significant investment in Ph
1 without flexibility for
unforeseen circumstances.*

*Alt 3 more,
modern, more
efficient, less
impact during
Ph 1
construction*

*Only exterior
view presented,
no indication of
checkpoint plan
or bag claim
plan in either alt.*

*Characterizing
Wexler in Alt 3 as
maintained is
wildly inaccurate.
There is no plan
for Wexler in Alt
3.*

*In Alt 1A the
airport will
lose three gates
in Phase 2 of
construction.*



Commissioner Questions

Why do RON spaces go up to 11 in Option 3 after Ph 2 then drop to 8 in Ph 3?

Does the Commission or Council want to commit to the cheaper cost alternative?

Do we want to keep the PSP uniqueness or become a modern airport?

Which alternative requires the need to use non-airport property?

Can the proposed parking area realistically be purchased?

How will project be funded? Does Alt 3 higher cost make it more difficult?

Is Rental Car shuttling from parking to terminal in Alt 1 preferable over pax shuttling in Alt 3?



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Questions/Discussion



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Backup Slides



Alternative 1A – Phase 1

Phase ROM Cost ≈ \$900M



1. Relocate Signature Aviation, USO, CBP and rental car parking to accommodate the new CONRAC.
2. New Central Utility Plant.
3. New north concourse with international arrivals capability.
4. New apron for aircraft parking and updated taxiway striping.
5. Potential parking lot expansions to accommodate displaced parking from the proposed GTC, accommodate project parking demand growth, and provide additional surface parking for rental car vehicles during constructions of the CONRAC.
6. 5-level CONRAC facility with customer service lobby located adjacent to bag claim.
7. GTC flanking central garden at entry.
8. Connector road for commercial access to the GTC.
9. Potential remain overnight (RON) aircraft parking.

Aircraft Parking 23 (25 Narrow Body)

LEGEND:

- EXISTING SIGNAL
- PROPOSED SIGNAL

- AIRCRAFT AT GATE
- AIRCRAFT RON
- AIRCRAFT MOVEMENT AREA

AUTO PARKING		
LOT	AREA	SPACES*
A	70,000 SF	N/A
B	80,000 SF	N/A
C	247,000 SF	760
D	56,000 SF	172
E	116,000 SF	356
F	418,000 SF	1286
G	66,000 SF	204

* Based on assumption of 325 SF per parking area (includes circulation)

- EXISTING BUILDING TO REMAIN
- HEADHOUSE
- PARKING
- CENTRAL UTILITY PLANT
- CONCOURSE
- GROUND TRANSPORTATION CENTER
- COURTYARD / GREENSPACE
- CONRAC
- FUTURE PROPERTY ACQUISITION
- EXISTING AIRPORT PROPERTY

Alternative 1A – Phase 2

Phase ROM Cost ≈ \$1.1B (\$2B Total)

1. Temporary bag makeup (final location will be under the new southern pier).
2. Kirk Douglas Way relocation and reconfiguration.
3. Adjustments to vehicle surface parking after roadway reconfiguration.
4. Ticketing and south pier expansion. The existing checked bag inspection system will remain in its current location.
5. Demolition of the Regional Jet Concourse.
6. New dual Group III taxiway to be constructed on both sides of the pier.
7. New aircraft parking apron on both sides of the pier.
8. Up to 8 remain overnight (RON) aircraft parking positions.
9. Potential land acquisition for additional vehicle parking.

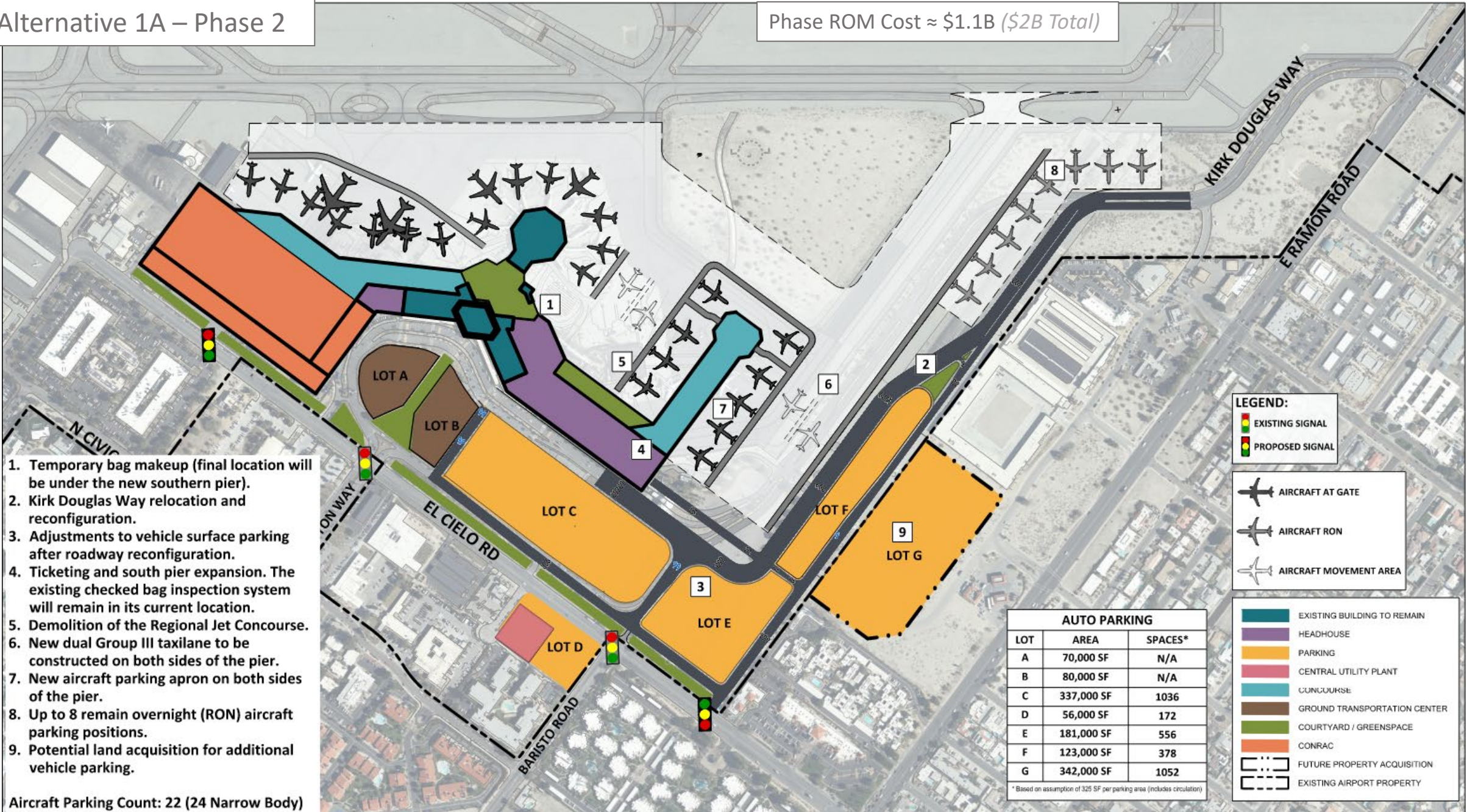
Aircraft Parking Count: 22 (24 Narrow Body)

AUTO PARKING		
LOT	AREA	SPACES*
A	70,000 SF	N/A
B	80,000 SF	N/A
C	337,000 SF	1036
D	56,000 SF	172
E	181,000 SF	556
F	123,000 SF	378
G	342,000 SF	1052

* Based on assumption of 325 SF per parking area (includes circulation)

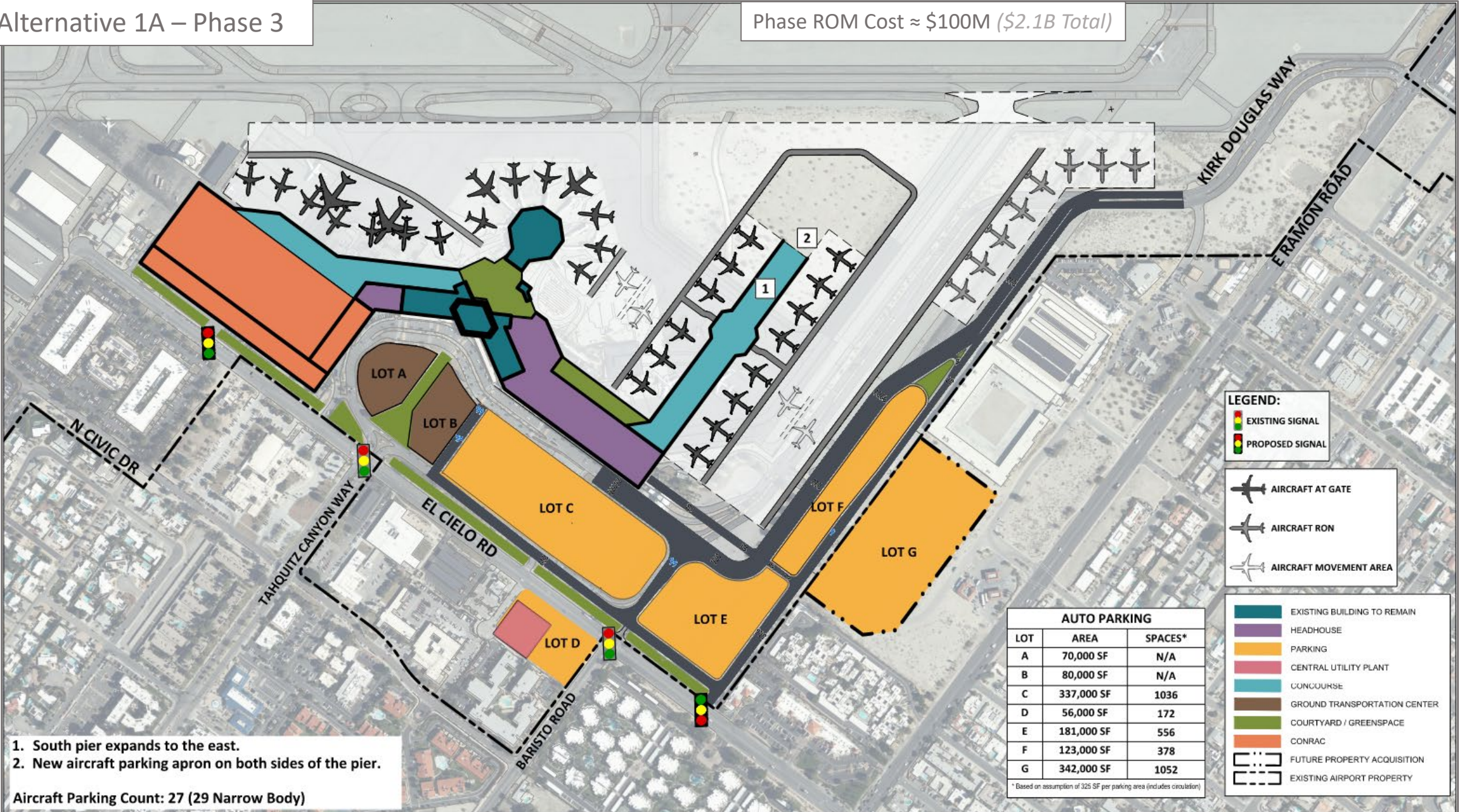
LEGEND:

- EXISTING SIGNAL
- PROPOSED SIGNAL
- AIRCRAFT AT GATE
- AIRCRAFT RON
- AIRCRAFT MOVEMENT AREA
- EXISTING BUILDING TO REMAIN
- HEADHOUSE
- PARKING
- CENTRAL UTILITY PLANT
- CONCOURSE
- GROUND TRANSPORTATION CENTER
- COURTYARD / GREENSPACE
- CONRAC
- FUTURE PROPERTY ACQUISITION
- EXISTING AIRPORT PROPERTY



Alternative 1A – Phase 3

Phase ROM Cost ≈ \$100M (\$2.1B Total)



1. South pier expands to the east.
2. New aircraft parking apron on both sides of the pier.

Aircraft Parking Count: 27 (29 Narrow Body)

LEGEND:

- EXISTING SIGNAL
- PROPOSED SIGNAL

- AIRCRAFT AT GATE
- AIRCRAFT RON
- AIRCRAFT MOVEMENT AREA

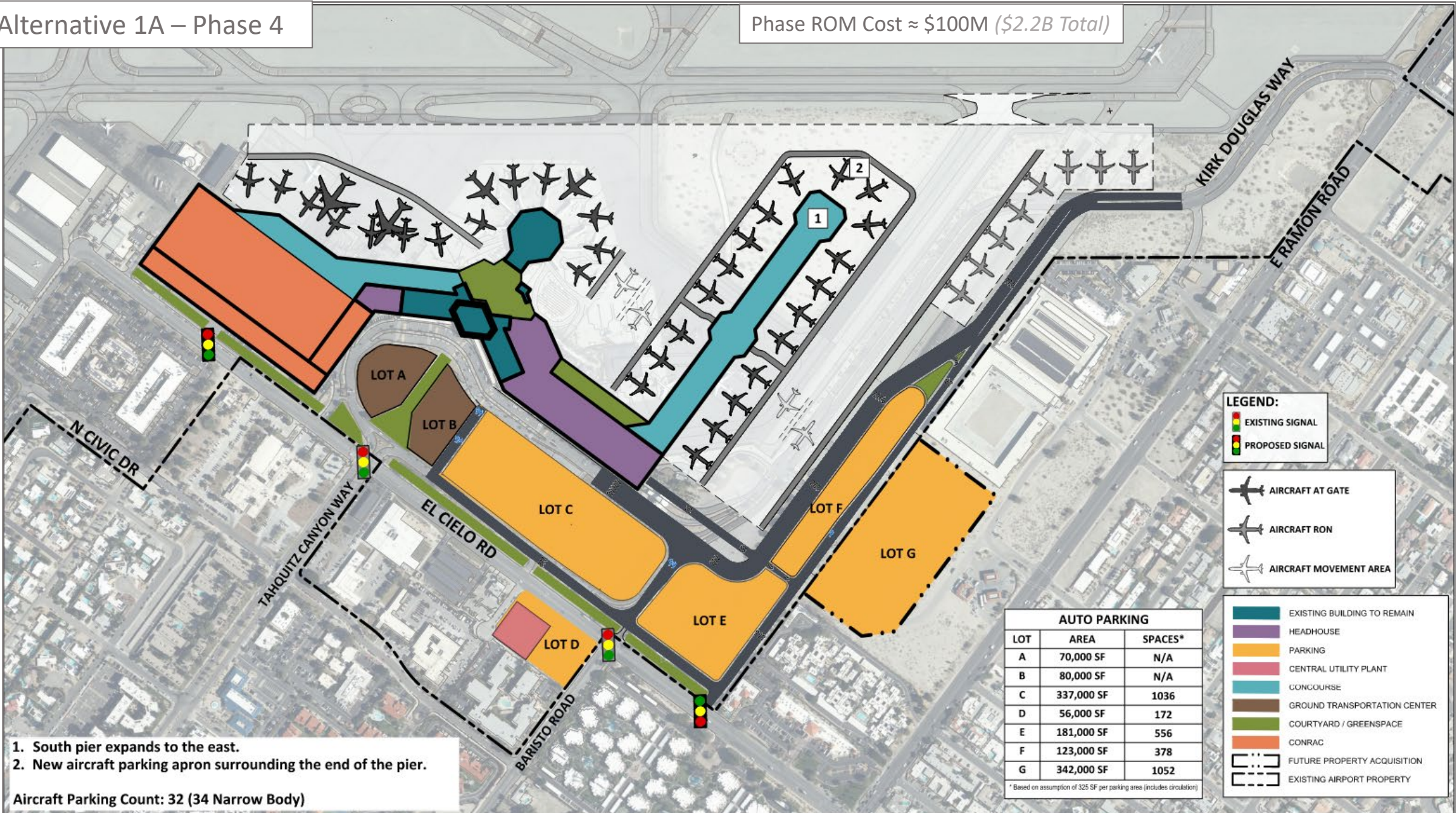
AUTO PARKING		
LOT	AREA	SPACES*
A	70,000 SF	N/A
B	80,000 SF	N/A
C	337,000 SF	1036
D	56,000 SF	172
E	181,000 SF	556
F	123,000 SF	378
G	342,000 SF	1052

- EXISTING BUILDING TO REMAIN
- HEADHOUSE
- PARKING
- CENTRAL UTILITY PLANT
- CONCOURSE
- GROUND TRANSPORTATION CENTER
- COURTYARD / GREENSPACE
- CONRAC
- FUTURE PROPERTY ACQUISITION
- EXISTING AIRPORT PROPERTY

* Based on assumption of 325 SF per parking area (includes circulation)

Alternative 1A – Phase 4

Phase ROM Cost ≈ \$100M (\$2.2B Total)



1. South pier expands to the east.
2. New aircraft parking apron surrounding the end of the pier.

Aircraft Parking Count: 32 (34 Narrow Body)

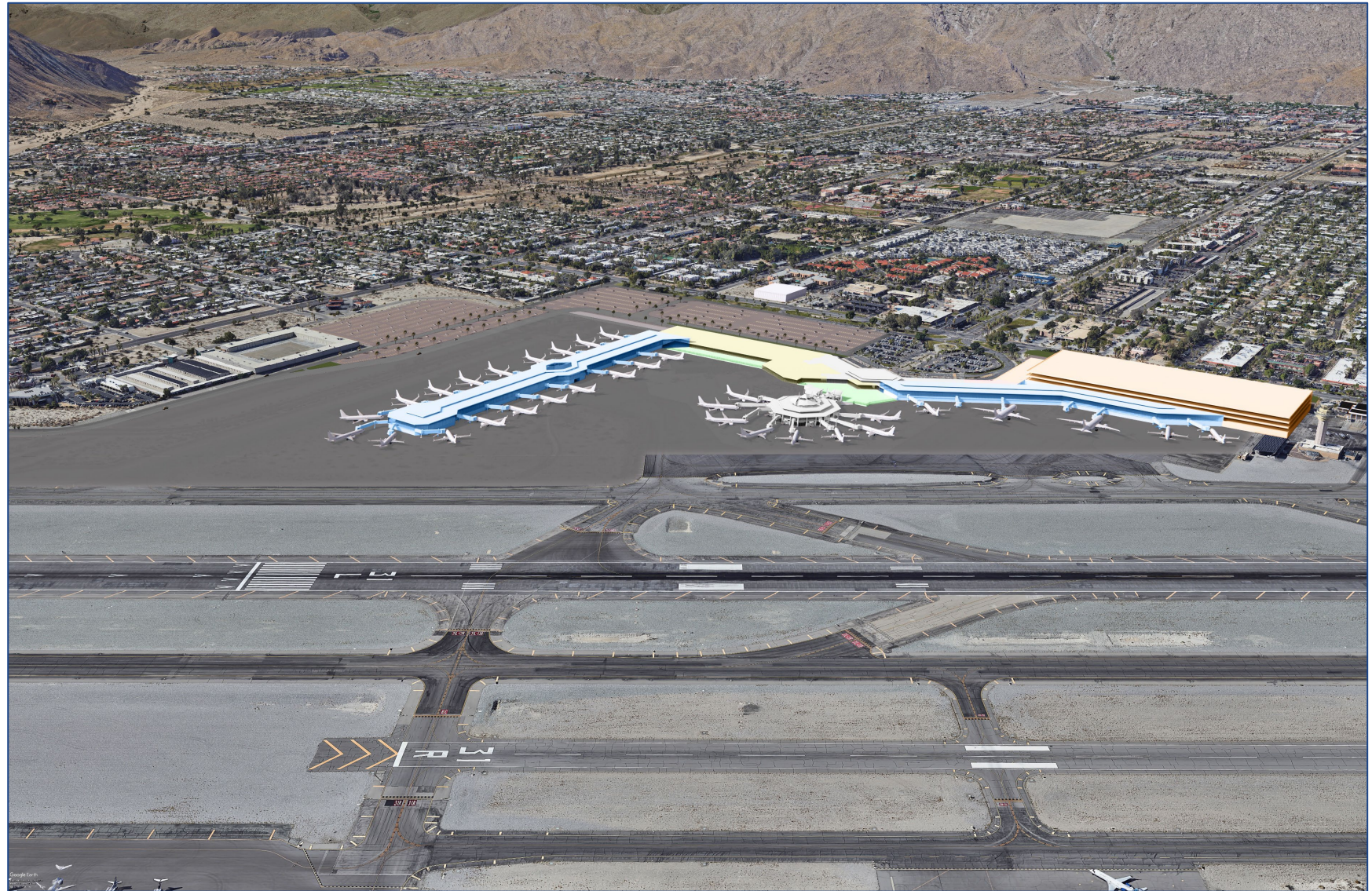
AUTO PARKING		
LOT	AREA	SPACES*
A	70,000 SF	N/A
B	80,000 SF	N/A
C	337,000 SF	1036
D	56,000 SF	172
E	181,000 SF	556
F	123,000 SF	378
G	342,000 SF	1052

* Based on assumption of 325 SF per parking area (includes circulation)

LEGEND:

- EXISTING SIGNAL
- PROPOSED SIGNAL
- AIRCRAFT AT GATE
- AIRCRAFT RON
- AIRCRAFT MOVEMENT AREA
- EXISTING BUILDING TO REMAIN
- HEADHOUSE
- PARKING
- CENTRAL UTILITY PLANT
- CONCOURSE
- GROUND TRANSPORTATION CENTER
- COURTYARD / GREENSPACE
- CONRAC
- FUTURE PROPERTY ACQUISITION
- EXISTING AIRPORT PROPERTY

Alternative 1A “Northeast View”



Alternative 1A “Southwest View”

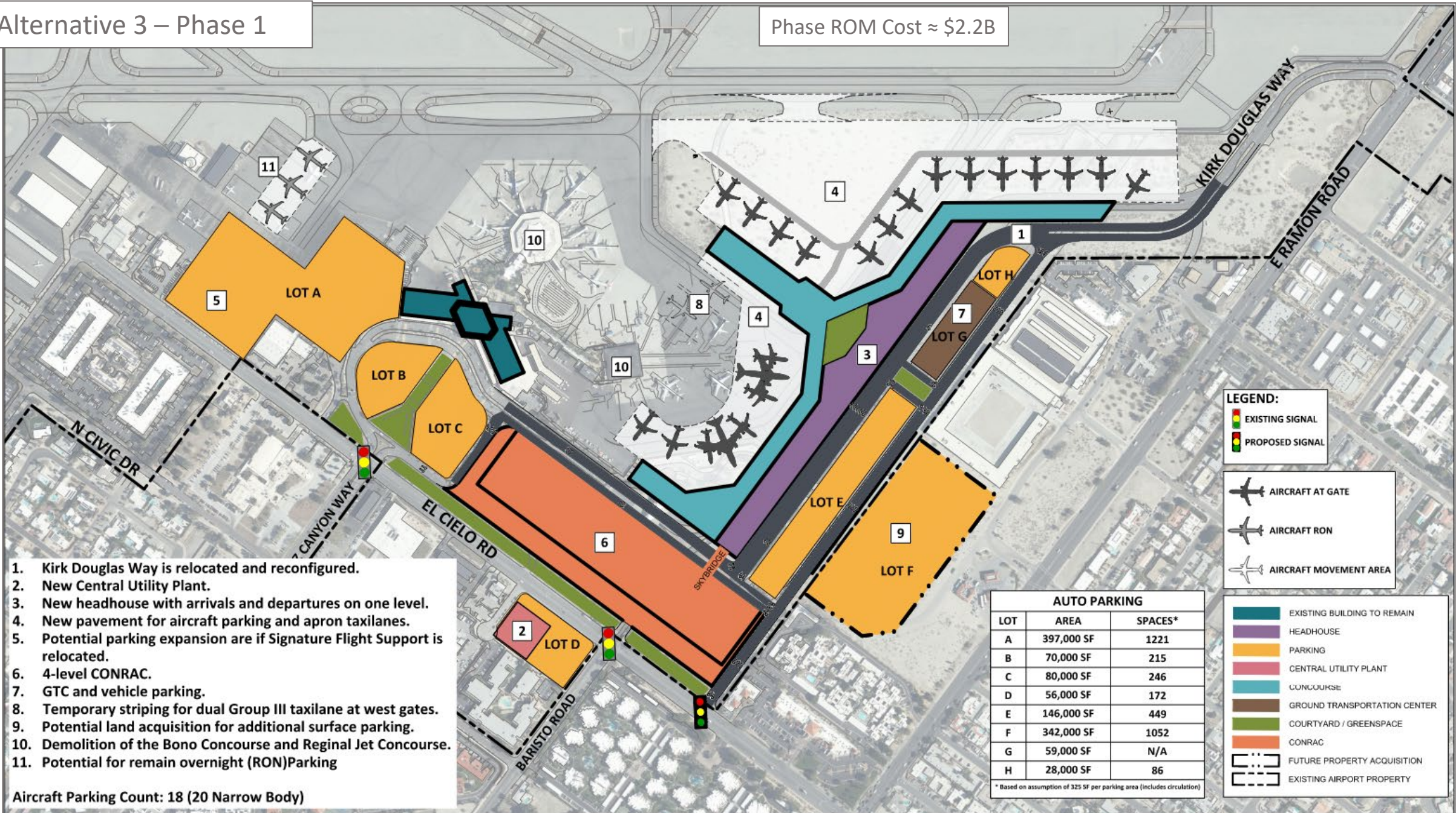


Alternative 1A “Tahquitz View”



Alternative 3 – Phase 1

Phase ROM Cost ≈ \$2.2B



1. Kirk Douglas Way is relocated and reconfigured.
2. New Central Utility Plant.
3. New headhouse with arrivals and departures on one level.
4. New pavement for aircraft parking and apron taxilanes.
5. Potential parking expansion area if Signature Flight Support is relocated.
6. 4-level CONRAC.
7. GTC and vehicle parking.
8. Temporary striping for dual Group III taxilane at west gates.
9. Potential land acquisition for additional surface parking.
10. Demolition of the Bono Concourse and Reginal Jet Concourse.
11. Potential for remain overnight (RON) Parking

Aircraft Parking Count: 18 (20 Narrow Body)

LEGEND:

- EXISTING SIGNAL
- PROPOSED SIGNAL

- AIRCRAFT AT GATE
- AIRCRAFT RON
- AIRCRAFT MOVEMENT AREA

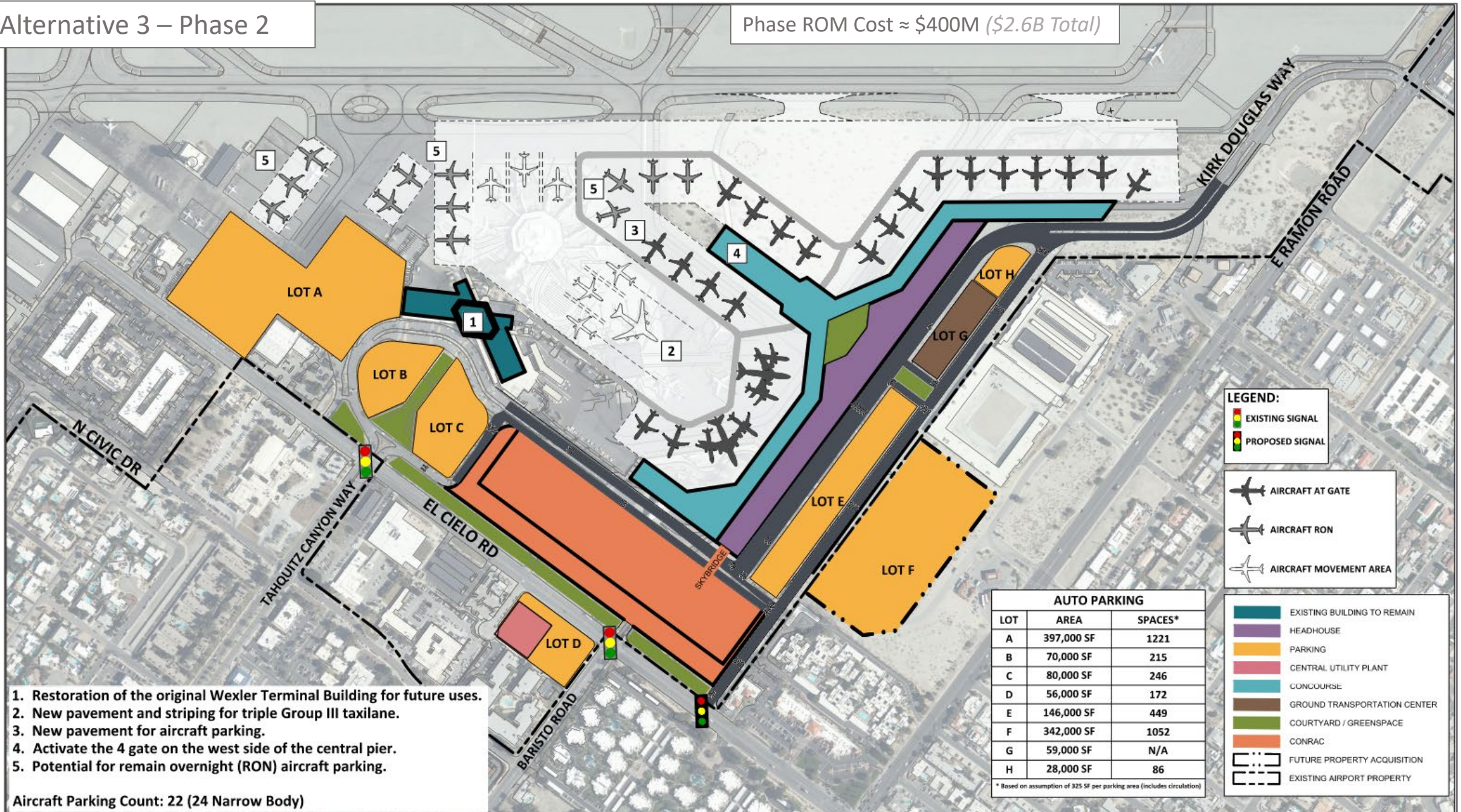
AUTO PARKING		
LOT	AREA	SPACES*
A	397,000 SF	1221
B	70,000 SF	215
C	80,000 SF	246
D	56,000 SF	172
E	146,000 SF	449
F	342,000 SF	1052
G	59,000 SF	N/A
H	28,000 SF	86

* Based on assumption of 325 SF per parking area (includes circulation)

- EXISTING BUILDING TO REMAIN
- HEADHOUSE
- PARKING
- CENTRAL UTILITY PLANT
- CONCOURSE
- GROUND TRANSPORTATION CENTER
- COURTYARD / GREENSPACE
- CONRAC
- FUTURE PROPERTY ACQUISITION
- EXISTING AIRPORT PROPERTY

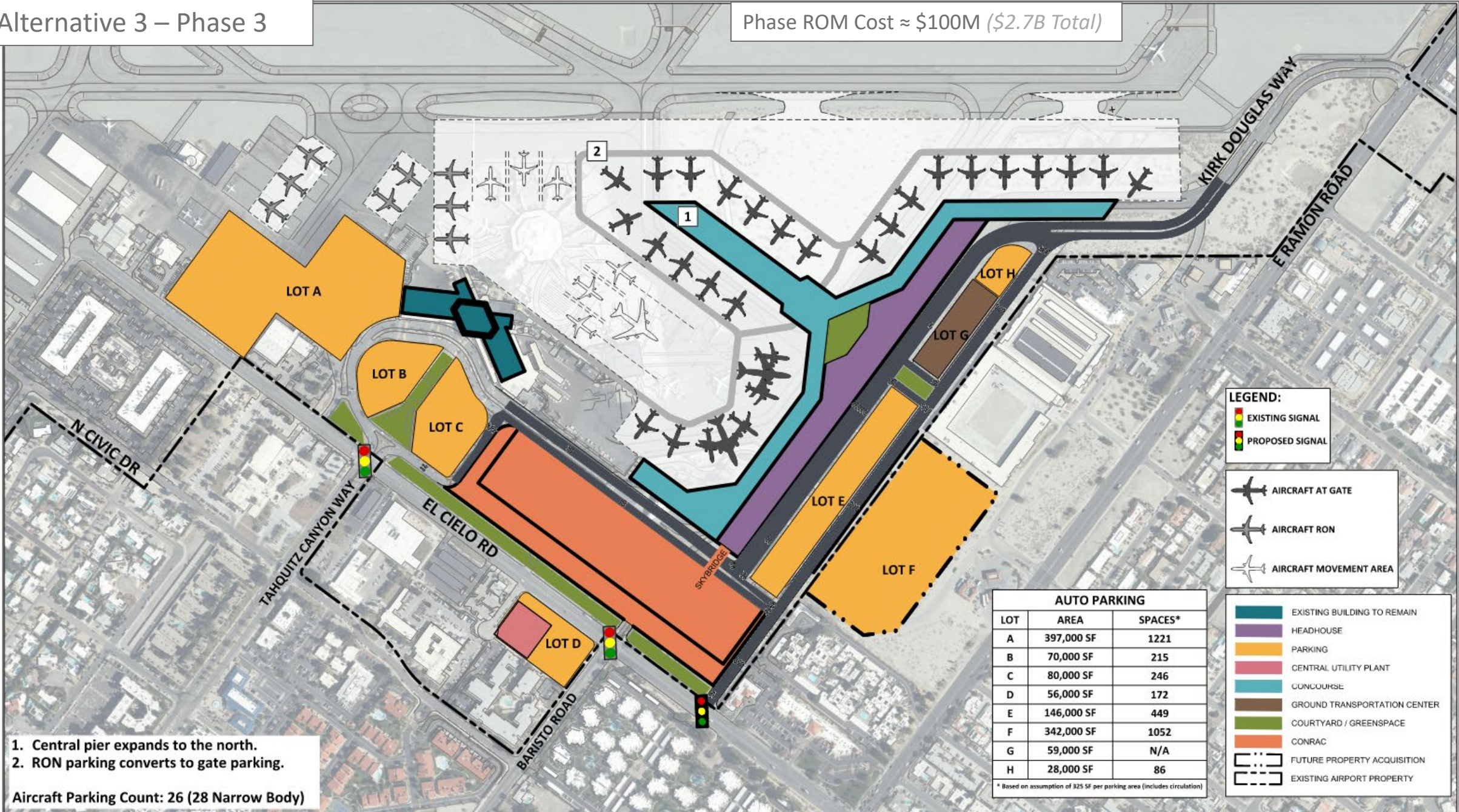
Alternative 3 – Phase 2

Phase ROM Cost ≈ \$400M (\$2.6B Total)



Alternative 3 – Phase 3

Phase ROM Cost ≈ \$100M (\$2.7B Total)



LEGEND:
 EXISTING SIGNAL
 PROPOSED SIGNAL

AIRCRAFT AT GATE
 AIRCRAFT RON
 AIRCRAFT MOVEMENT AREA

AUTO PARKING		
LOT	AREA	SPACES*
A	397,000 SF	1221
B	70,000 SF	215
C	80,000 SF	246
D	56,000 SF	172
E	146,000 SF	449
F	342,000 SF	1052
G	59,000 SF	N/A
H	28,000 SF	86

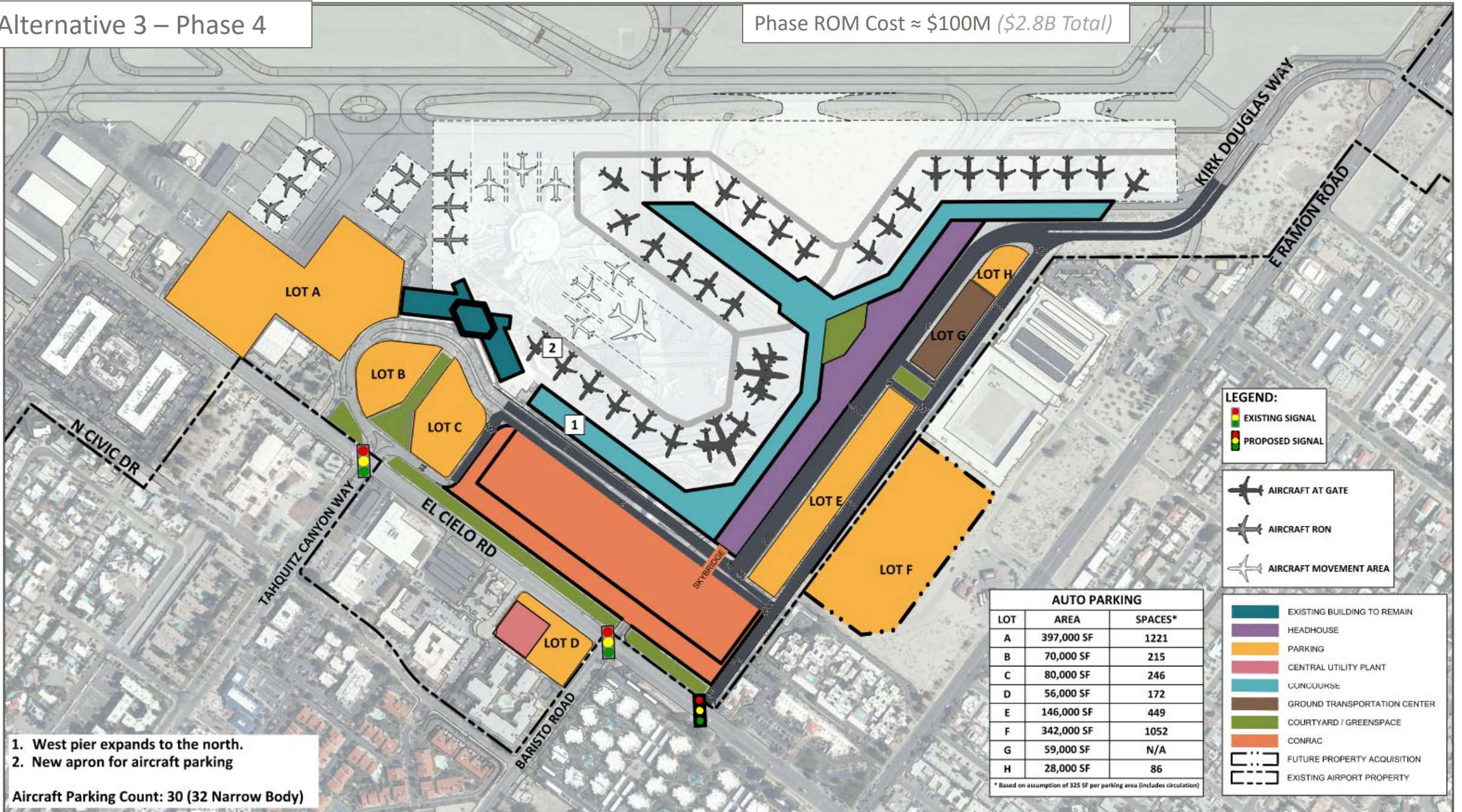
* Based on assumption of 325 SF per parking area (includes circulation)

EXISTING BUILDING TO REMAIN
 HEADHOUSE
 PARKING
 CENTRAL UTILITY PLANT
 CONCOURSE
 GROUND TRANSPORTATION CENTER
 COURTYARD / GREENSPACE
 CONRAC
 FUTURE PROPERTY ACQUISITION
 EXISTING AIRPORT PROPERTY

1. Central pier expands to the north.
 2. RON parking converts to gate parking.
 Aircraft Parking Count: 26 (28 Narrow Body)

Alternative 3 – Phase 4

Phase ROM Cost ≈ \$100M (\$2.8B Total)



1. West pier expands to the north.
 2. New apron for aircraft parking

Aircraft Parking Count: 30 (32 Narrow Body)

LEGEND:
 EXISTING SIGNAL
 PROPOSED SIGNAL

AIRCRAFT AT GATE
 AIRCRAFT RON
 AIRCRAFT MOVEMENT AREA

AUTO PARKING		
LOT	AREA	SPACES*
A	397,000 SF	1221
B	70,000 SF	215
C	80,000 SF	246
D	56,000 SF	172
E	146,000 SF	449
F	342,000 SF	1052
G	59,000 SF	N/A
H	28,000 SF	86

* Based on assumption of 325 SF per parking area (includes circulation)

EXISTING BUILDING TO REMAIN
 HEADHOUSE
 PARKING
 CENTRAL UTILITY PLANT
 CONCOURSE
 GROUND TRANSPORTATION CENTER
 COURTYARD / GREENSPACE
 CONRAC
 FUTURE PROPERTY ACQUISITION
 EXISTING AIRPORT PROPERTY

Alternative 3 “Northeast View”

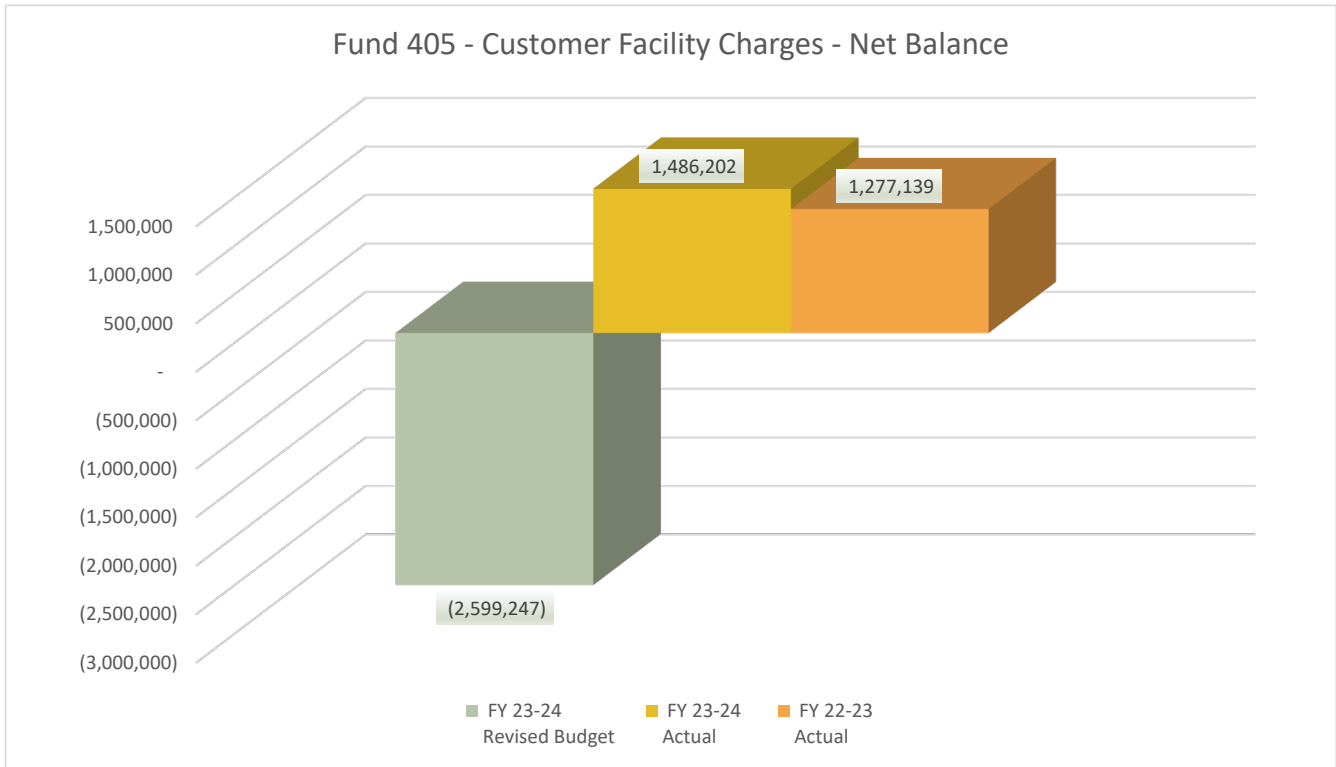


Alternative 3 “Southeast View”



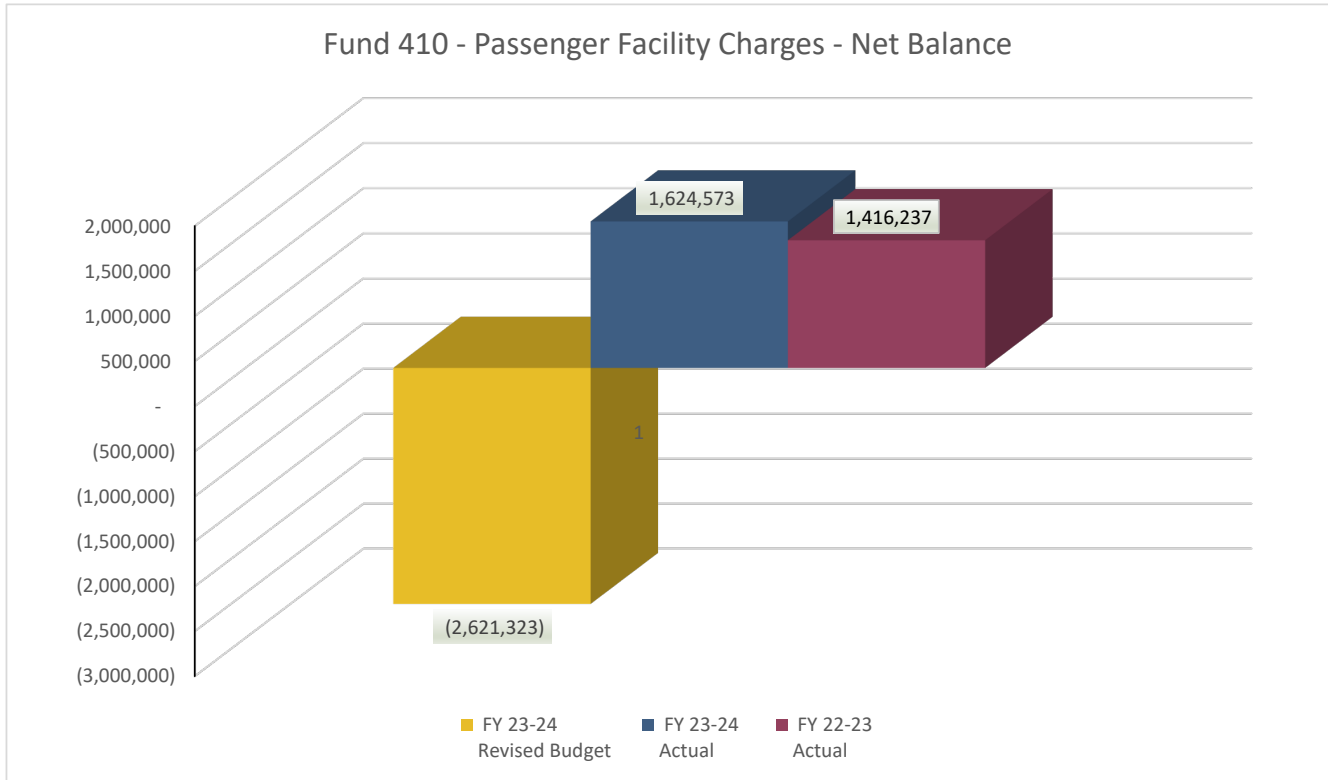
CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
 Financial Summary
 Ending November 30, 2023

Fund 405 - Customer Facility Charges	FY 23-24 Revised Budget	FY 23-24 Actual	FY 23-24 % Of Budget	FY 22-23 Actual	FY 22-23 vs FY 23-24 % Change
Operating Revenue	9,181,327	1,486,202	16%	1,277,139	16%
Operating Expenditures	11,780,574	-	0%	-	0%
Surplus / (Deficit)	(2,599,247)	1,486,202	-57%	1,277,139	-16%



CITY OF PALM SPRINGS
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Fund 410 - Passenger Facility Charges	FY 23-24 Revised Budget	FY 23-24 Actual	FY 23-24 % Of Budget	FY 22-23 Actual	FY 20-23 vs FY 21-24 % Change
Operating Revenue	6,450,776	1,628,058	25%	1,416,237	15%
Operating Expenditures	9,072,099	3,485	0%	-	
Surplus / (Deficit)	(2,621,323)	1,624,573	-62%	1,416,237	15%



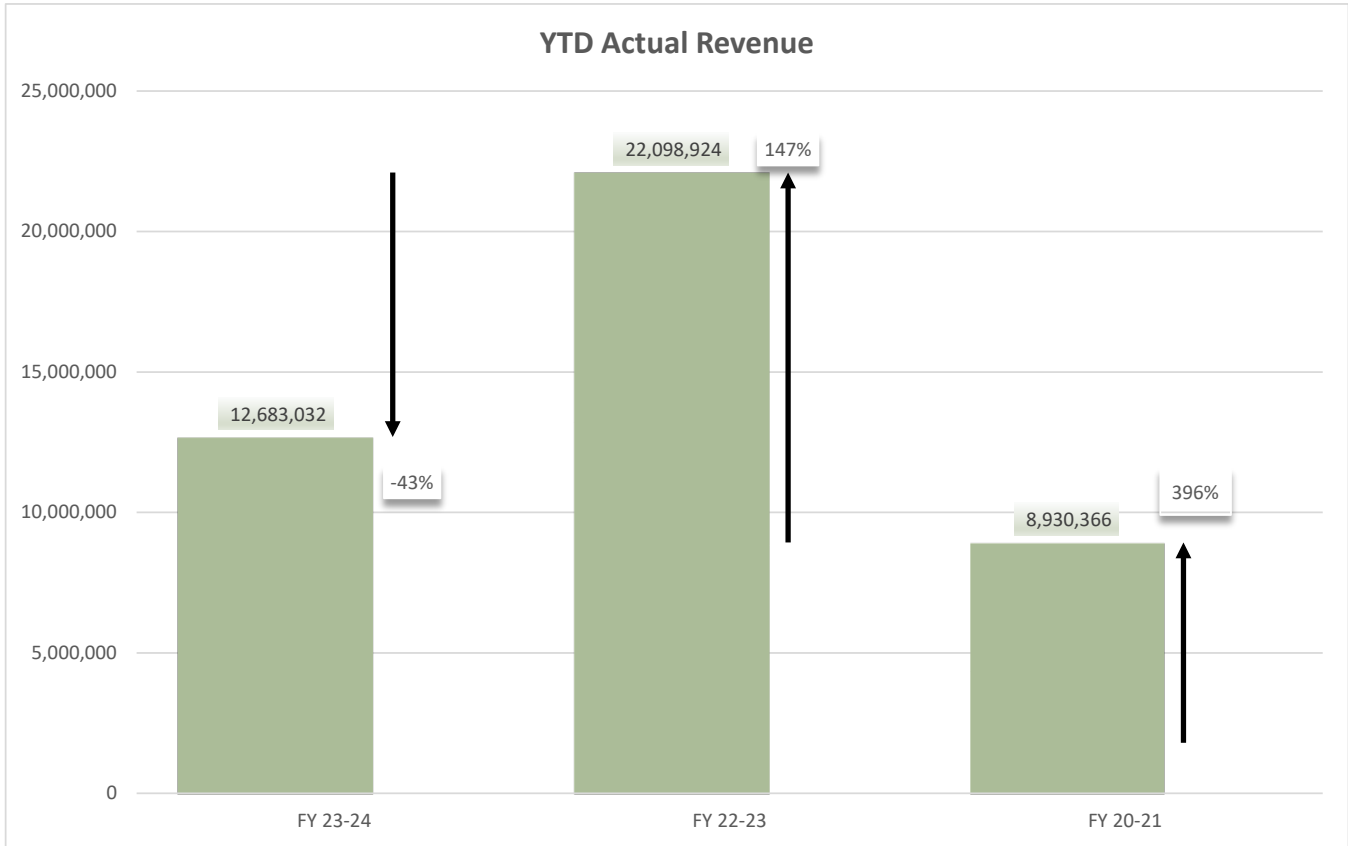
CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
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Fund 415 - Airport					
Operations &	FY 23-24	FY 23-24	FY 23-24	FY 22-23	FY 22-23 vs
Maintenance	Revised Budget	Actual	% Of Budget	Actual	FY 23-24
					% Change
Operating Revenue	64,090,869	12,683,032	20%	22,098,924	-43%
Operating Expenditures	51,371,103	9,572,453	19%	9,072,957	6%
Surplus / Deficit	12,719,766	3,110,579	24%	13,025,967	-76%

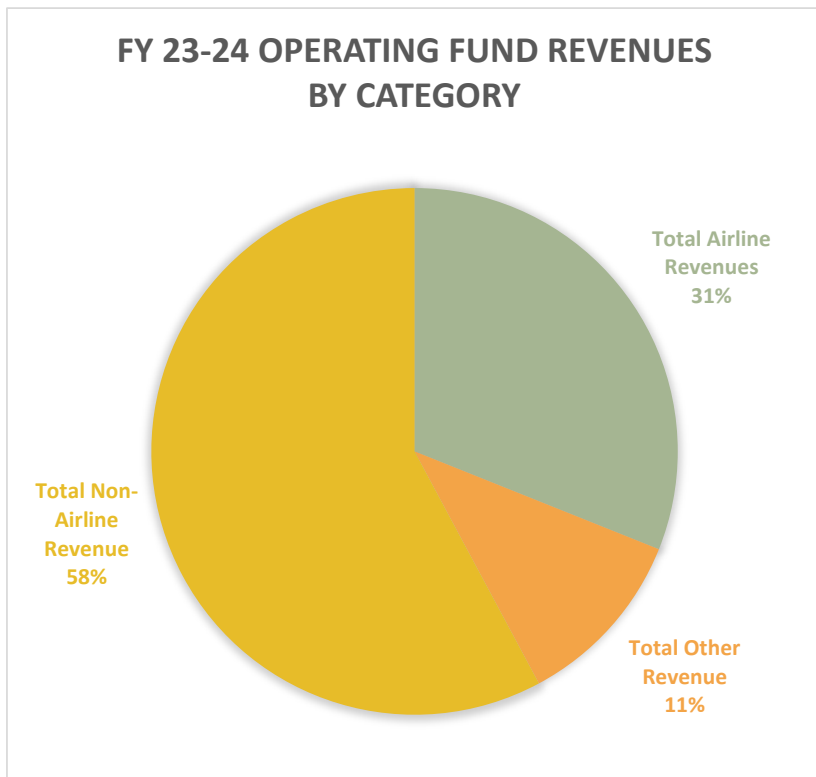
CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
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Fund 415 - Airport					
Operations & Maintenance	FY 23-24 Revised Budget	FY 23-24 Actual	FY 23-24 % Of Budget	FY 22-23 Actual	FY 22-23 vs FY 23-24 % Change
Operating Revenue					
Airline Revenue					
Landing Fees	5,910,134	1,216,890	21%	765,941	59%
Landing Fee Surcharge	-	(93,778)	0%	462,510	-120%
Terminal Airline Space/Joint Use	9,467,216	1,986,394	21%	687,636	189%
Gate Per Use Fees	3,470,605	323,416	9%	338,959	-5%
Passenger Loading Bridge Fee	1,255,064	220,692	18%	-	0%
Baggage Handling System Fees	897,000	285,832	32%	-	0%
Total Airline Revenues	21,000,019	3,939,446	19%	2,255,046	75%
Other Revenue					
CARES Act	-	-	0%	5,989,698	-100%
CRRSAA-Airport	4,783,916	1,408,292	29%	-	0%
CRRSAA-Concessions	280,390	-	0%	-	0%
ARPA-Airport	1,481,290	-	0%	6,020,652	-100%
ARPA - Concessions	1,121,560	-	0%	-	0%
Total Other Revenue	7,667,156	1,408,292	18%	12,010,350	-88%
Non-Airline Revenue					
General Aviation	406,000	66,940	16%	70,424	-5%
Non-Aeronautical Ground Rental	457,315	171,984	38%	155,307	11%
Aeronautical Ground Rental	1,247,329	512,622	41%	684,872	-25%
Parking	6,697,064	2,411,297	36%	2,362,234	2%
Airport Use Permits	53,263	23,865	45%	10,327	131%
Non-Airline Terminal Rent Fee	9,998,816	699,732	7%	691,725	1%
Rental Car - Overflow Parking	371,809	200	0%	11,030	-98%
Advertising	315,951	63,245	20%	121,814	-48%
On Airport Rental Car	11,944,780	2,327,703	19%	2,911,763	-20%
Commercial Services Fees	1,099,000	222,483	20%	210,783	6%
Ground Transportation Fees	1,195,000	361,176	30%	294,346	23%
Customs	336,296	49,719	15%	54,057	-8%
All Other Revenue	1,301,070	424,330	33%	254,846	67%
Total Non-Airline Revenue	35,423,694	7,335,295	21%	7,833,528	-6%
Total Operating Revenues	64,090,869	12,683,032	20%	22,098,924	-43%

**CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
Financial Summary
Ending November 30, 2023**



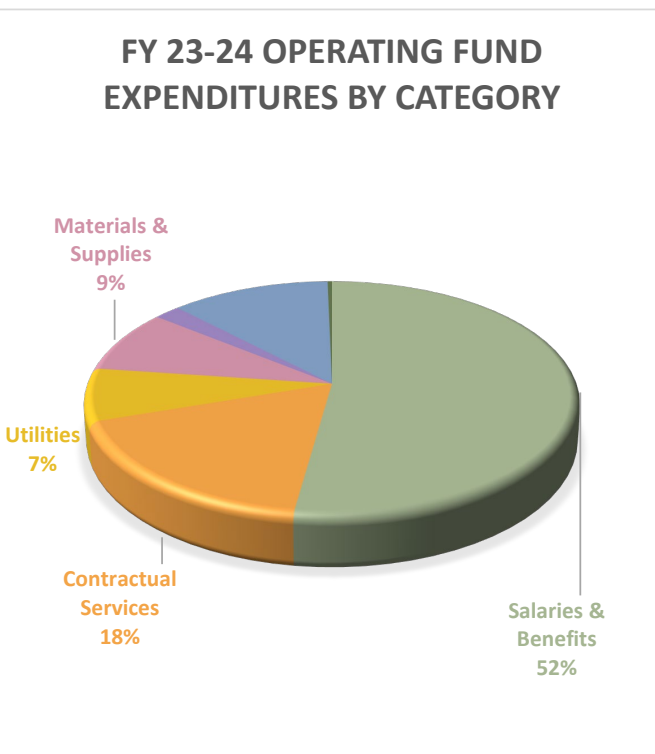
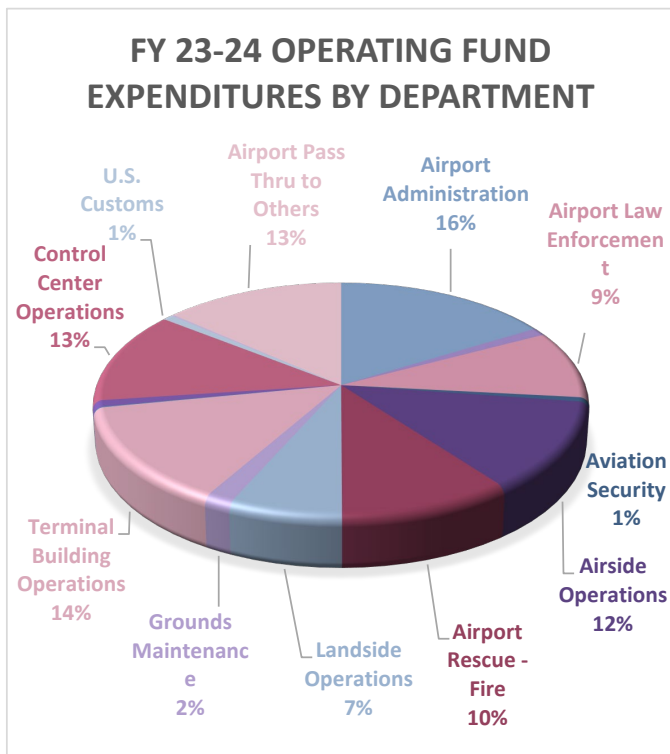
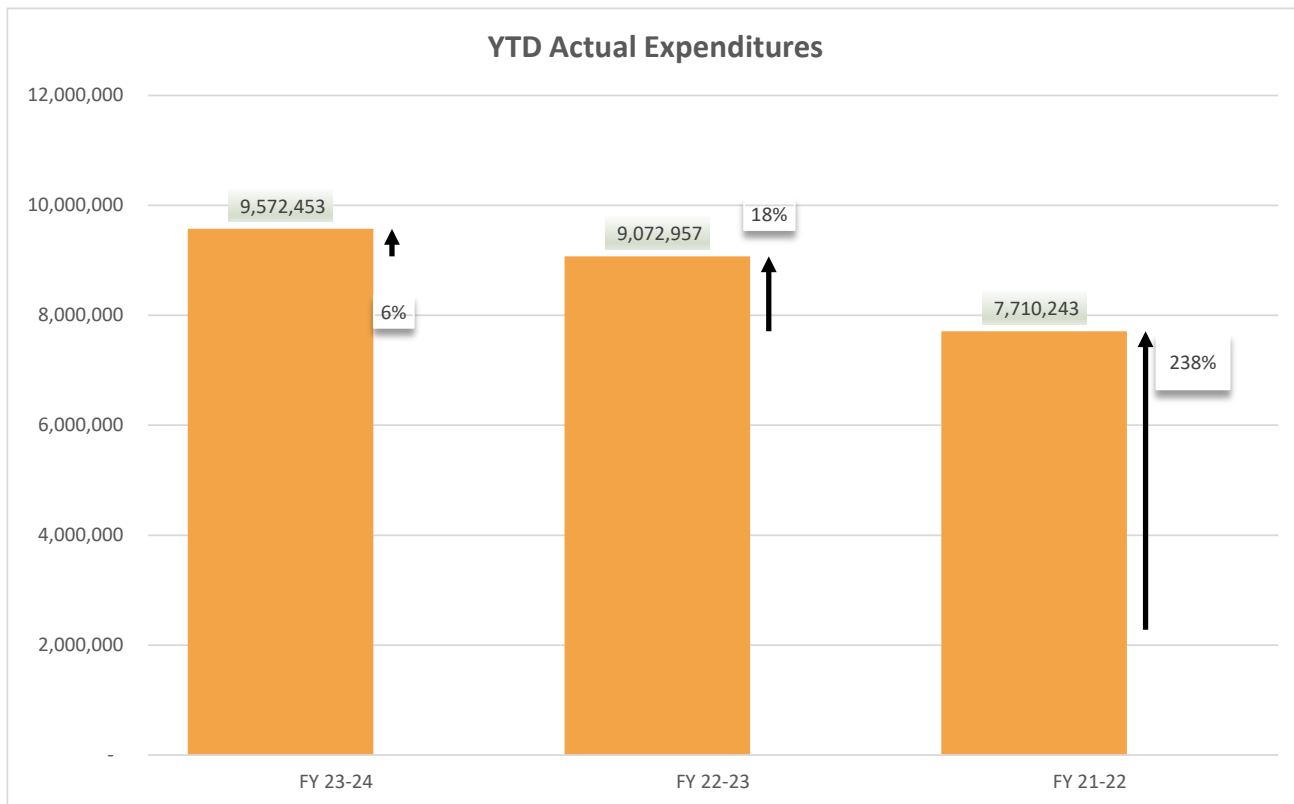
Note: FY22-23 had \$12M in revenues from one-time CARES & ARPA grant funds



CITY OF PALM SPRINGS
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Ending November 30, 2023

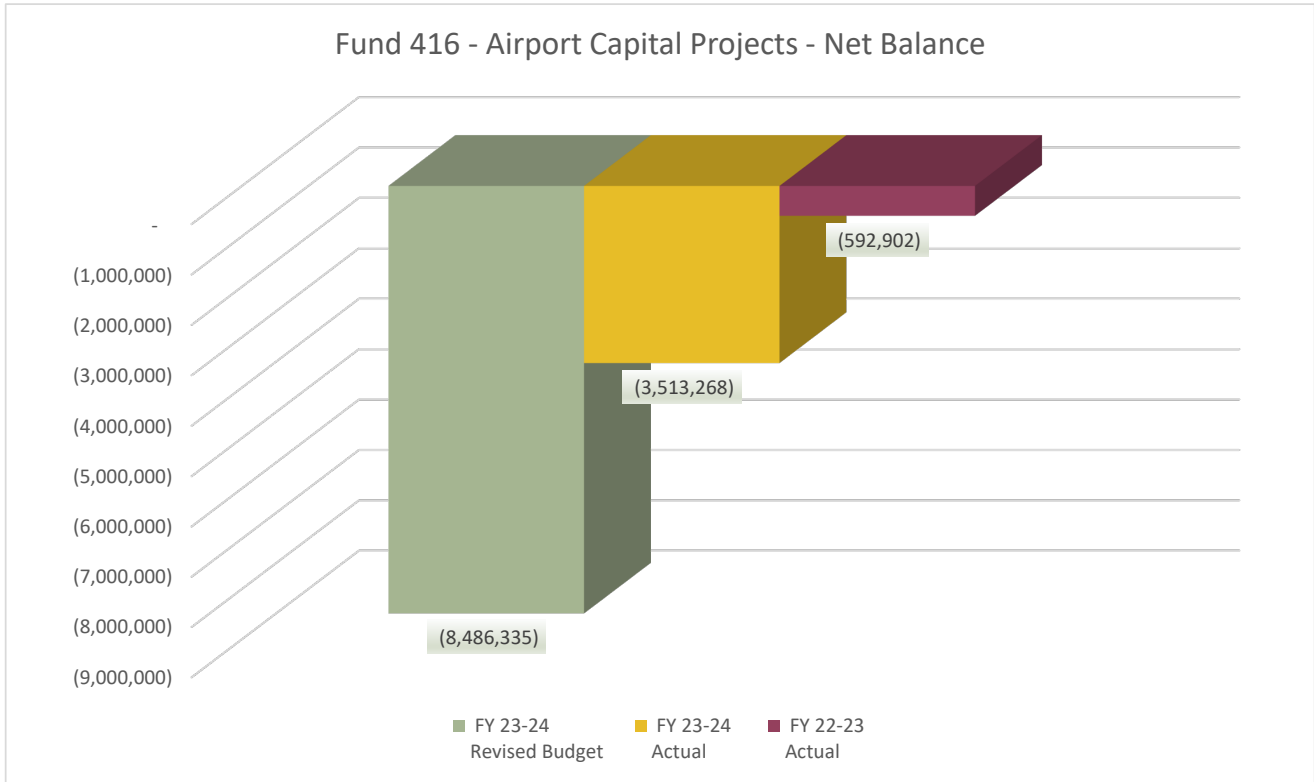
Fund 415 - Airport Operations & Maintenance	FY 23-24 Budget	FY 23-24 Actual	FY 23-24 % Of Budget	FY 22-23 Actual	FY 22-23 vs FY 23-24 % Change
Operating Expenditures					
Airport Administration	8,155,945	1,554,700	19%	1,459,588	94%
Airport Information Technology	1,026,206	102,695	10%	16	0%
Airport Law Enforcement	3,130,981	896,963	29%	1,193,766	133%
Aviation Security	1,936,264	56,676	3%	-	0%
Airside Operations	5,981,668	1,187,476	20%	106,276	9%
Airport Rescue - Fire	4,828,582	982,807	20%	1,410,266	143%
Landside Operations	2,217,250	644,894	29%	628,649	97%
Grounds Maintenance	691,680	155,666	23%	207,293	133%
Terminal Building Operations	8,270,483	1,303,353	16%	2,545,045	195%
Passenger Boarding Bridges	120,000	9,931	8%	3,506	35%
Bagagge Handling System	897,000	84,529	9%	73,219	87%
Control Center Operations	4,169,247	1,213,030	29%	1,337,814	110%
U.S. Customs	336,436	69,387	21%	107,518	155%
Planning & Projects	723,776	18,538	3%	-	0%
Airport Pass Thru to Others	1,401,950	1,291,809	92%	-	0%
PERS Cost Recovery	500,000	-	0%	-	0%
Budget Transfer Out	6,983,634	-	0%	-	0%
Total Operating Expenditures	51,371,103	9,572,453	19%	9,072,957	95%
Surplus / (Deficit)	12,719,766	3,110,579	24%	13,025,967	419%

CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
 Financial Summary
 Ending November 30, 2023



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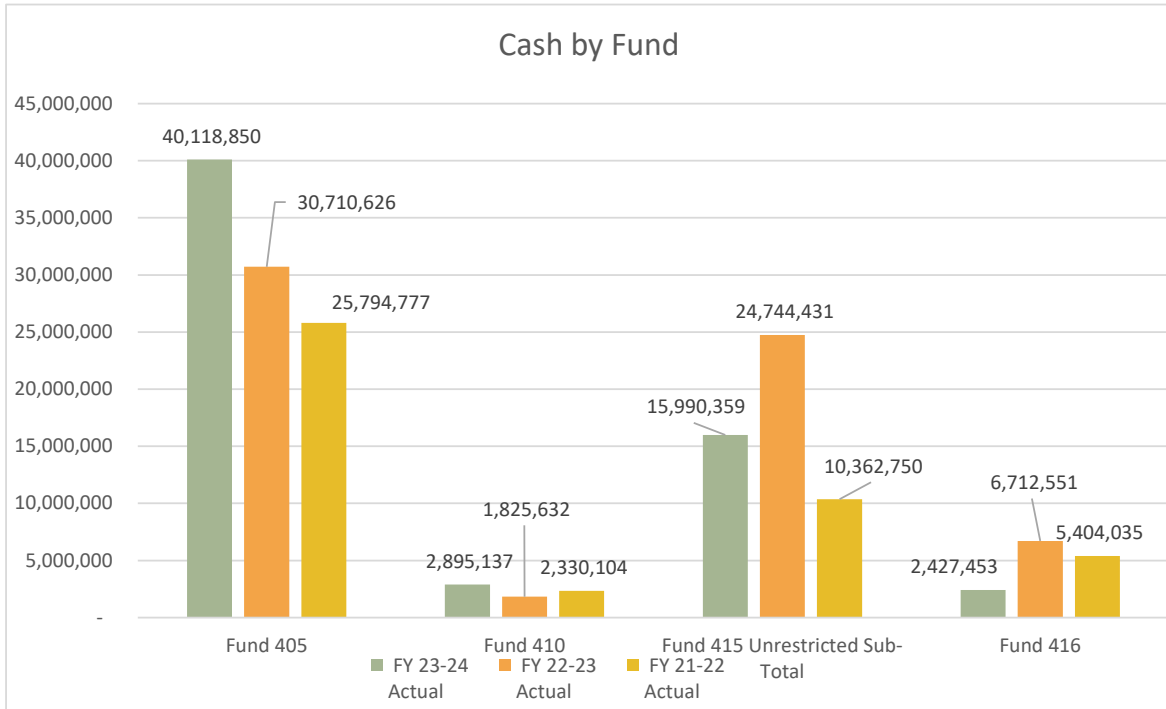
Fund 416 - Airport Capital Projects	FY 23-24 Revised Budget	FY 23-24 Actual	FY 23-24 % Of Budget	FY 22-23 Actual	FY 20-23 vs FY 21-24 % Change
Operating Revenue	69,701,796	542,482	1%	2,392,343	-77%
Operating Expenditures	78,188,130	4,055,749	5%	2,985,245	36%
Surplus / (Deficit)	(8,486,335)	(3,513,268)	41%	(592,902)	493%



**CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT**

Financial Summary
Ending November 30, 2023

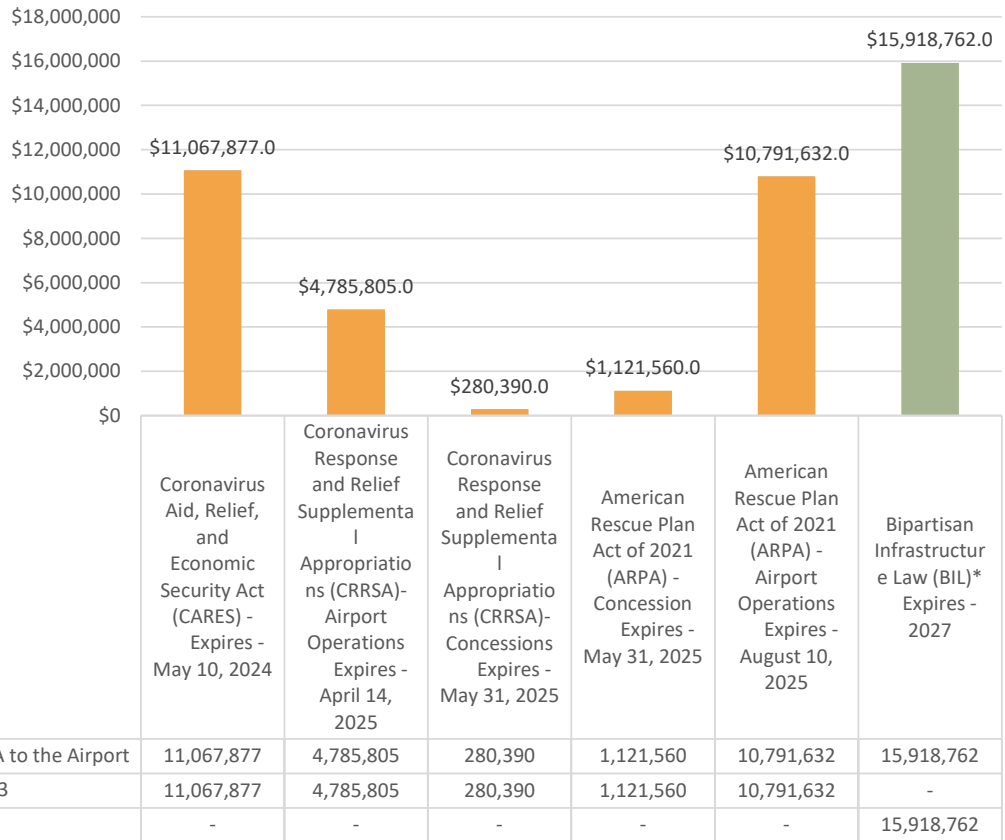
Cash Summary	FY 23-24 Actual	FY 22-23 Actual	FY 21-22 Actual
Fund 405	40,118,850	30,710,626	25,794,777
Fund 410	2,895,137	1,825,632	2,330,104
Fund 415 Unrestricted Sub-Total	15,990,359	24,744,431	10,362,750
Fund 416	2,427,453	6,712,551	5,404,035



CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
 Financial Summary
 Ending November 30, 2023

<u>Grant Type</u>	<u>Grant</u>		
	<u>Awarded by</u>	<u>Actual Used</u>	<u>Remaining</u>
<u>Expiration Date</u>	<u>the FAA to the</u>	<u>as of 11/30/23</u>	<u>Actual Unused</u>
	<u>Airport</u>		
Coronavirus Aid, Relief, and Economic Security Act (CARES) - Expires - May 10, 2024	11,067,877	11,067,877	-
Coronavirus Response and Relief Supplemental Appropriations (CRRSA)- Airport Operations Expires - April 14, 2025	4,785,805	4,785,805	-
Coronavirus Response and Relief Supplemental Appropriations (CRRSA)- Concessions Expires - May 31, 2025	280,390	280,390	-
American Rescue Plan Act of 2021 (ARPA) - Concession Expires - May 31, 2025	1,121,560	1,121,560	-
American Rescue Plan Act of 2021 (ARPA) - Airport Operations Expires - August 10, 2025	10,791,632	10,791,632	-
Bipartisan Infrastructure Law (BIL)* Expires - 2027	15,918,762	-	15,918,762
Total Grants	43,966,026	28,047,264	15,918,762

Grants - Remaining Balance



■ Grant Awarded by the FAA to the Airport	11,067,877	4,785,805	280,390	1,121,560	10,791,632	15,918,762
■ Actual Used as of 11/30/23	11,067,877	4,785,805	280,390	1,121,560	10,791,632	-
■ Remaining Actual Unused	-	-	-	-	-	15,918,762



palm springs
INTERNATIONAL AIRPORT

Marketing & Air Service Update

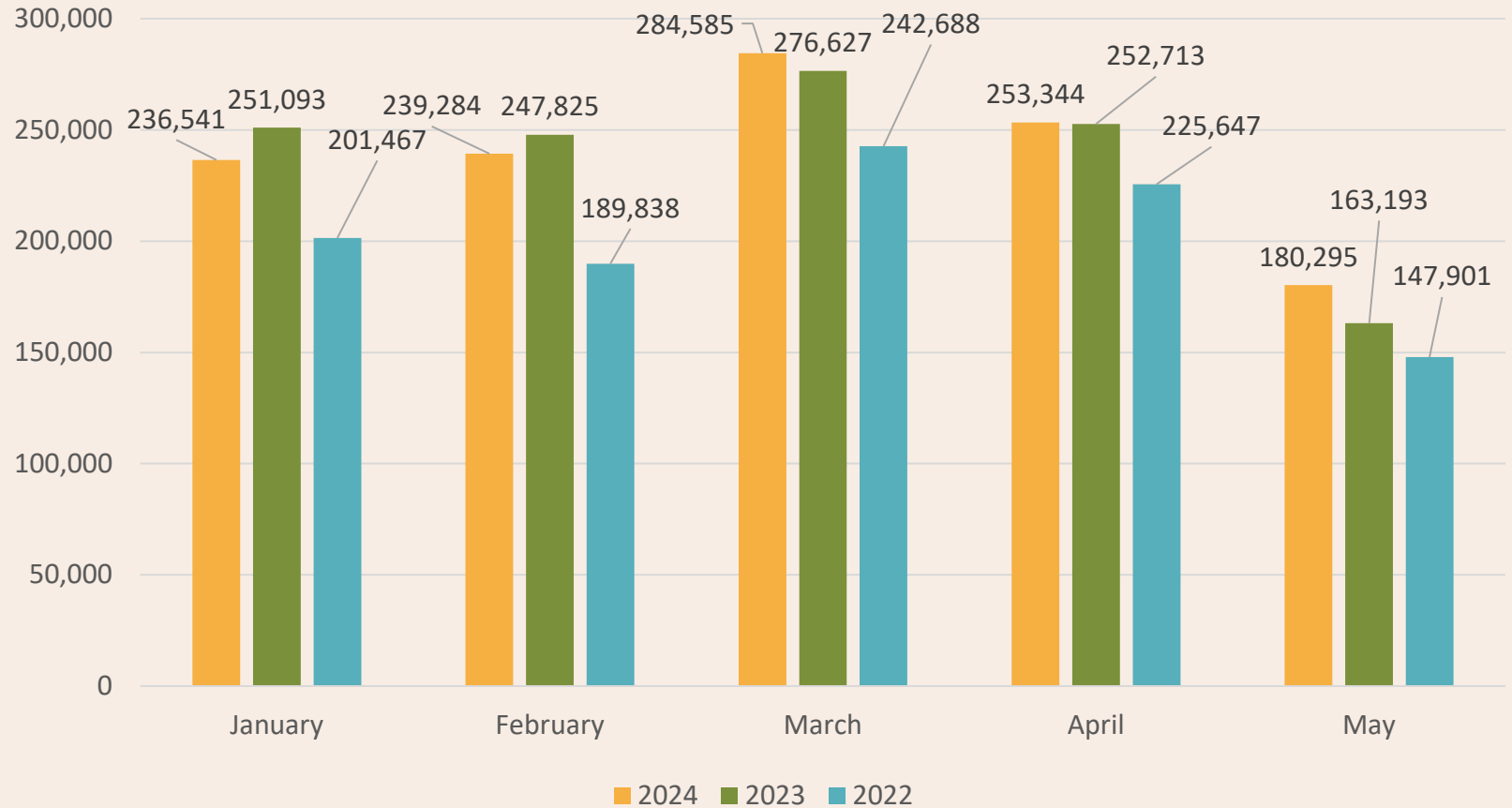
December 2023



Scheduled Departing Seats

Based on 12/14/23 schedule data

Vs. 1 Year Ago	% Change
January	- 5.8 %
February	- 3.4 %
March	2.9 %
April	0.2 %
May	10.5 %



Bar Graph: Left to right: 2024, 2023, 2022



RJ Concourse

- Local entity has agreed to a 3-year deal to place their name on the RJ Concourse
- Agreement includes:
 - Naming rights to the RJ Concourse
 - RJ Concourse activation space to include amenities for passengers such as seating and potential charging stations
 - Other in-terminal advertising



palm springs
INTERNATIONAL AIRPORT

PSP Concession Projected Opening Dates

ID	Task Mode	Task Name	Qtr 3, 2023				Qtr 4, 2023				Qtr 1, 2024			Qtr 2, 2024		Qtr 3, 2024				Qtr 4, 2024							
			Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec						
1																											
2		LAS PALMAS OASIS (TEMP TAKEOVER)						◆ 9/11																			
3		UPTOWN ESSENTIALS (TEMP KIOSK)					◆ 9/12																				
4		THE PINK DOOR											◆ 1/30														
5		I HEART PSP & VENDING										◆ 1/30															
6		Nine Cities Craft										◆ 2/2															
7		HEY JOSHUA										◆ 2/27															
8		Cactus to Clouds																◆ 4/12									
9		LAS PALMAS OASIS																◆ 4/16									
10		UPTOWN ESSENTIALS																◆ 4/16									
11		El Mirasol & Coachella Valley Coffee																◆ 5/10									
12		INMOTION																◆ 5/14									
13		COACHELLA DUTY FREE CART																				◆ 6/21					
14		COURT YARD - COFFEE TRUCK/TRAILER																								◆ 8/19	
15		Vino Volo																								◆ 9/30	
16		Trio																								◆ 9/30	
17		Half Moon Empanadas																									◆

ITEM 7.E



A Department of the City of Palm Springs

Palm Springs International Airport
3400 E. Tahquitz Canyon Way, Suite 1
Palm Springs, CA 92262-6966

flypsp.com
T: (760) 318-3800

DATE: December 20, 2023
TO: Chairman Dada and Airport Commissioners
FROM: Harry Barrett, Jr., Airport Executive Director
SUBJECT: Projects and Airport Capital Improvement Update

Capital Projects

Airport Master Plan (Updated December 11, 2023)

Background: This project is a 30-month comprehensive study to plan and develop capital program requirements thru the year 2045. The study is scoped to be sustainable, and incorporates future goals related to terminal complex, landside access and parking, and airside improvements for future generating aircraft.

Status: In process. On September 18th, the Federal Aviation Administration provided an approval of PSP's Aviation Forecasts thru the year 2043. The consultant has produced Initial Alternatives that were presented to the City Council on September 14th and in a public open house on September 19th that was attended by approximately 160 people. Mead & Hunt has reviewed all comments and incorporated them into a refined Terminal Alternatives document which was presented to the Master Plan Working Group on October 12th. Airport staff and the consultant presented the revised terminal development alternatives to airport tenants including the airlines, car rental companies and concessionaires on November 2, 2023 during monthly tenant meeting. The Airport hosted a second meeting with the Signatory Airlines to discuss additional details related to the terminal development alternatives on December 12, 2023. The airport is presenting the revised alternatives to the Airport Commission for a selection and recommendation to the City Council on December 20, 2023.

Terminal Common Use (Updated December 11, 2023)

Background: This project is to install Common Use Passenger Processing System (CUPPS) at each of the 18 boarding gates and at the non-signatory airline ticket counters. This includes renovations to the Bono Concourse which involve replacement of customer service podiums, lighting and signage upgrades and carpet replacement for both concourses.

Status: In process - construction. Invitation For Bid #21-28 was issued on February 15th for construction of Bono concourse podiums and the renovation of the concourse. The City Council approved a contract with the most qualified firm (CalTec) on May 11, 2023. The Regional Jet (RJ) concourse gates have been fully converted onto the Common Use platform. New carpet installation is nearly complete in the RJ

concourse as a part of this project. Renovation of boarding gates 5 & 7 of the Bono concourse have been completed. Gate 9 is currently under construction with an estimated completion date of December 14th. Gate 11 will be the next gate taken out of commission with an expected completion date of January 3, 2024. The airport is closely monitoring medium-range flight schedules to determine if an extension to the CalTec contract is warranted to enable increased frequency starting in February.

Employee and Economy Parking Lots & Commercial Transit reconfiguration (updated December 11, 2023)

Background: This project aims to complete three objectives: 1) design and build a new employee parking lot west of the airport at El Cielo and Baristo; 2) convert the current overflow and employee lots to economy lots; and 3) make changes to commercial ground transportation staging areas. PSP's focus is on incorporating and improving technology thru these designs by introducing a new Parking and Revenue Control System, adding EV charging, and upgrading fiber capability to accommodate security improvements. Staff has been working thru state and federal programs to procure EV charging capability.

Status: In process. The Airport has given direction to the consulting firm C and S to conduct a Project Definition Report with the aim of better defining scope and costs for construction. The Airport has directed C and S to focus on Lot A, as well as the site at the corner of El Cielo and Baristo which is anticipated to be the future Employee Parking Lot. Airport staff have asked C and S to delay most study and analysis related to the current overflow lot at the south end of the Airport until such time as there is a City Council approved terminal development alternative selected.

Restroom Renovations (updated December 11, 2023)

Background: City Council approved Airport staff to design and renovate all public restrooms airport wide in the FY 2023 budget. This would include demolition and replacement of all flooring and fixtures, upgrades to ventilation and lighting systems, and conversion of some restrooms to gender neutral facilities.

Status: In progress – Project Definition. Airport staff provided Gensler with Notice to Proceed with a project definition report for design and renovation of restrooms at the Bono concourse and in the courtyard areas while a decision and approval of a terminal development alternative is pending. These areas will be considered Phase I of the project. Airport staff intend to provide direction to Gensler to commence design upon City Council approval of a preferred terminal alternative.

Taxiway W and A1 Rehabilitation (updated December 11, 2023)

Background: This is an Airport Improvement Program (AIP) funded project to design and rehabilitate the Airport's primary commercial taxiway under the Pavement Management Program.

Status: In Design. The Airport's on-call engineering firm RS&H completed surveying and destructive testing of the pavement to determine the project approach for rehabilitation. The rehabilitation design has been underway since March. RS&H has notified airport staff that 90% design is ready for Airport review. The Airport will meet with the RS&H team on December 12th for an updated. PSP is applying to the FAA for competitive discretionary funding which, if successful, would enable this project to move forward for construction in CY 2024.

Outbound Baggage Handling System Replacement: (Updated October 16, 2023)

Background: This project is intended to modify or replace the current outbound baggage handling system with a new inline baggage handling system to improve capacity and process efficiency, implement additional technology for bag tracking, reduce or eliminate single points of failure, and improve ergonomics.

Status: In process - design: City Council approved the selection of AECOM for inline outbound baggage handling system design services. AECOM is underway on design with expected 30% designs in late October. Airport staff and AECOM have held a number of meetings with TSA and FAA stakeholders to review initial concepts and seek input. Airport staff will be meeting with airline stakeholders in the coming weeks to garner feedback on initial design concepts. The timing of federal funding suggests that PSP will target CY 2025 for construction.

Baggage Claim Expansion and Renovation (Updated October 16, 2023):

Background: This project was previously identified on the Airport's Capital Improvement Program (CIP) list for start in FY 2025.

Status: In process - design. In the Fall of 2022, Airport staff applied for a nation-wide competitive grant under the Airports Terminal Program (ATP) under the 2021 Bipartisan Infrastructure Law. Airport staff was notified on February 27th that PSP had been awarded a \$5.7M grant to partially fund expansion of baggage claim. Airport staff has determined that a Construction Manager at Risk (CMAR) project delivery methodology is appropriate for this project and Request for Proposal #34-23 was advertised. A contract award for Construction Manager at Risk to Skanska was approved by the City Council in July 2023 with a project budget of \$27M. Primary funding sources for this project include BIL ATP, BIL allocation, and Airport Improvement Program funds. This project was included in the airport's proposed budget and as such the airport will also be working with the airlines upon adoption of the 2024 budget on capitalizing any remaining costs. The Airport's on-call consultant is working toward 30% design and has held initial stakeholder input meetings with the airlines, car rental companies, TSA and Airport staff.

Public Parking Electrification – Lot D (Updated October 16, 2023)

Background: Airport staff applied for the Southern California Edison electric vehicle charging infrastructure rebate program in the winter of 2022. The program is designed to provide no-cost infrastructure to enable Level 2 electric vehicle charging with the caveat that sponsors self-procure level 2 chargers.

Status: PSP was approved for expansion of electric infrastructure under the SCE rebate program. Request for Proposal #04-23 was issued on June 1, 2023 for procurement of 40 level two chargers to serve 80 parking positions. Airport staff have ordered the Level 2 chargers which are set to arrive by the end of October. Staff is preparing an Request for Proposal to install the chargers once the infrastructure work has been completed by SCE. The Airport anticipates that infrastructure work to commence in the late fall of 2023. Airport staff is developing costs recovery rate and fee plans for EV charging spaces and anticipates bringing proposals to the finance committee in the winter of 2023.

Sterile Area Shade Structures (updated October 16, 2023)

Background: This project aims to add shade structures post security to encourage broader use of the Airport during summer months. This project is partially funded through a grant facilitated by Visit Greater Palm Springs.

Status: Awaiting Permit. Design of the sterile area shade structures was completed and airport staff sought permits for construction in August. As a result of the Wexler Terminal being listed on the Federal Historic Preservation Register, the structures are subject to additional approvals and vetting before permits can be secured. The airport is currently awaiting permit approval.

Program Updates

Feasibility Study for Federal Inspection Station (International Air Service) (Updated December 11, 2023)

Background: This two-phased study (partially funded by Visit Greater Palm Springs) seeks to analyze how small and medium hub airports have successfully constructed an FIS and expanded international routes to their facilities, and subsequently develop a business plan for expansion of Customs and Boarder Protection Services for commercial flights at PSP.

Status: In Process – Phase II; Airport staff gave InterVISTAS Notice to Proceed on Phase II of the study which involves a PSP-specific FIS plan on October 4, 2023. InterVISTAS is currently working on two tasks: the market demand analysis and the economic impact analysis. Airport staff have a meeting scheduled with InterVISTAS staff on December 12th to discuss the status of the study and to provide direction as required. Airport staff is continuing discussions with Customs and Boarder Protection regional leadership about PSP plans to expand international air service.

DATE: December 20, 2023

TO: Chairman Dada and Airport Commissioners

FROM: Harry Barrett, Jr., Airport Executive Director

SUBJECT: Executive Director Report

Emerging Developments

CVEP Accelerator Leases (New)

Background: In 2017, the previous City administration negotiated a management agreement with the Coachella Valley Economic Partnership (CVEP) to sublease and manage buildings and land on airport property at the corner of N Civic Drive and E Alejo Rd. CVEP recently amended their agreement with the city to exclude Airport property and transfer leases back to PSP staff to manage.

Report: Airport staff is in the process of administratively reviewing the leases for consistency with Federal Aviation Regulations governing land use. New month-to-month leases are in the process of being drafted and current occupants are being notified of the change in landlord. Airport staff is also coordinating to have the facilities inspected to ensure suitability for continued occupancy and will be having appraisals completed to determine Fair Market Value rental rates. Upon completion of the relevant elements master plan study, airport staff will

Airport Reorganization – New FTEs (Updated December 11, 2023)

Background: The PS City Council adopted the FY 2024 and FY 2025 budgets on June 29th, which included the Airport's request for an additional 49 Full Time Equivalent positions. These positions included augmentation of current classifications to support growth, as well as new classifications to better align resources with airport needs.

Report: Airport staff and City Human Resources (HR) have been coordinating on hiring priorities. Airport staff are currently recruiting for the Deputy Director of Planning & Engineering, Operations Supervisor (x2), Executive Program Administrator, Accountant and Administrative Specialist positions. The airport recently filled the Operations Manager position with Ramon Sanchez who was acting in an interim capacity. The airport also recently hired three Operations Specialists via an external recruitment and

promoted three Maintenance Workers to the position of Maintenance Technician I thru an external recruitment. Since the start of the fiscal year, the HR team has recruited for nine different classifications and has filled 8 of 13 FTEs across those nine classifications. Of the 85 airport only positions allocated to PSP there are currently 21 vacancies. The airport HR Specialist has been hired and began work on August 28th.

Commissioner request for agenda item to update on Persons without Legitimate Business & Unhoused Population (Updated December 11, 2023)

Background: Airport staff received a Commissioner request for ongoing updates surrounding the unhoused population at the Airport. The Airport has experienced an increase in persons without legitimate business within the terminal area, including unhoused persons living on the Airport campus and populating the terminal.

Report: Airport staff and the Police Department began enforcement of the Legitimate Business ordinance at midnight on March 12th. There was an immediate and noticeable decline in persons without legitimate business and unhoused individuals occupying the Airport property upon enforcement. The Airport can report that the situation remains unchanged and there has been no observed increase in persons without legitimate business on the airport.

ITEM 10.A - PAST CITY COUNCIL ACTIONS

Airport Commission Meeting of December 20, 2023

[City Council Meeting of November 9, 2023:](#)

1. CONSENT CALENDAR:

SUBJECT

FINDINGS TO CONDUCT CITY COUNCIL AND BOARD, COMMISSION, AND COMMITTEE MEETINGS VIRTUALLY UNDER ASSEMBLY BILL 361

RECOMMENDATION:

1. The City Council has reconsidered the circumstances of the state of emergency. Even though the State and local declared states of emergency have ended, community spread of COVID-19 continues to exist, and measures to reduce the spread, including physical distancing measures, continue to be necessary for the public, health, safety and welfare; and
2. State and local officials continue to recommend social distancing measures, which can impact the ability of the City and the public to meet safely in person; and
3. The City Council, and its subordinate bodies (Boards, Commissions, and Committees), shall be authorized to conduct public meetings in accordance with Government Code section 54953(e)(2) and other applicable provisions of the Brown Act for remote only or hybrid teleconference meetings.

Attachments

[Item 1A](#)

The Palm Springs City Council and all of Palm Springs Board, Commission, and Committee meetings may be conducted by videoconference, in accordance with AB 361.

SUBJECT

APPROVE AMENDMENT NO. 3 TO AGREEMENT NO. A8374 WITH ALPHA PETROLEUM TRANSPORT, INC. II FOR COLLECTION, TRANSPORTATION, DISPOSAL, AND/OR DESTRUCTION OF WASTE MATERIALS

RECOMMENDATION:

1. Approve Amendment No. 3 to Agreement No. A8374 with Alpha Petroleum Transport, Inc. II, for the collection, transportation, disposal, and/or destruction of waste materials in an additional amount of \$1,028,383.07 for a total revised contract amount not to exceed \$1,238,294.91;
2. Authorize the City Manager or designee to execute all necessary documents.
3. Appropriate \$681,791.36 from Airport Operations and Maintenance Fund 415 fund balance.

Attachments

[Item 1F](#)

SUBJECT

APPROVAL OF AMENDMENT NO. 1 TO CONTRACT SERVICES AGREEMENT NO. A9154 WITH AMADEUS AIRPORT IT AMERICAS, INC. TO PROVIDE A COMMON/SHARED USE PASSENGER PROCESSING SYSTEM FOR THE PALM SPRINGS INTERNATIONAL AIRPORT BOARDING GATES

RECOMMENDATION:

1. Approve Amendment No. 1 to Contract Services Agreement No. A9154 with Amadeus Airport IT Americas, Inc. for the addition of eleven ticket counter common/shared use positions in the ticketing wing, eight customer service counter common/shared use positions in the Bono Concourse, and four spare common/shared use positions, in an amount not to exceed \$225,859.51 and to extend the schedule for the common/shared use project to a completion date of March 29, 2024, and for the project to be fully operational by April 19, 2024.
2. Appropriate \$225,859.51 from Airport Fund 416 to the account 4167065.80000 budget.
3. Allow the City Manager or designee to execute all necessary documents.

Attachments

[Item 1G](#)

SUBJECT

APPROVE CONTRACT SERVICES AGREEMENT NO. 23B225 WITH GRANITE CONSTRUCTION COMPANY FOR ON-CALL PAVEMENT REPAIR SERVICES FOR PALM SPRINGS INTERNATIONAL AIRPORT

RECOMMENDATION:

1. Approve Contract Services Agreement 23B225 with Granite Construction Company to provide on-call pavement repair services for the Palm Springs International Airport in an amount not to exceed \$3,000,000 for the initial three-year term beginning November 1, 2023, through October 31, 2026, with two one-year extension options at the City's sole discretion.
2. Authorize the City Manager or designee to execute all necessary documents.

Attachments

[Item 1I](#)

SUBJECT

SECOND READING AND ADOPTION OF ORDINANCE NO. 2072 TO AMEND SECTION 16.36.020 OF THE PALM SPRINGS MUNICIPAL CODE RELATING TO THE CONDUCT AND APPEARANCE OF AIRPORT COMMERCIAL VEHICLE OPERATORS

RECOMMENDATION:

1. Waive the second reading of text in its entirety, read by title only, and adopt Ordinance No. 2072, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, AMENDING SECTION 16.36.020 OF THE PALM SPRINGS MUNICIPAL CODE RELATING TO THE CONDUCT AND APPEARANCE OF AIRPORT COMMERCIAL VEHICLE OPERATORS."

Attachments

[Item 1CC](#)

ITEM 10.B - FUTURE CITY COUNCIL ACTIONS

Airport Commission Meeting of December 20, 2023

December 14, 2023

- USA Shade & Fabric Structures – Cooperative agreement for shade structures
- DeAngelo Contracting Services, LLC – On-call weed abatement services
- Genesis Floor Covering, Inc. – On-call flooring repair and replacement services
- MobileMoney, Inc. – Lease agreement for Airport ATM's
- Turo Inc. – Non-exclusive operating agreement for Peer-to-Peer vehicle sharing
- Tetra Tech AMT – Contract services agreement for safety system services

Palm Springs International Airport

MONTHLY PASSENGER ACTIVITY REPORT - 2023									
	Enplaned			Deplaned			Total Passengers		
	2023	2022	% Change	2023	2022	% Change	2023	2022	% Change
January	169,746	118,204	43.6%	171,910	119,184	44.2%	341,656	237,388	43.9%
February	184,973	142,206	30.1%	188,877	150,130	25.8%	373,850	292,336	27.9%
March	223,314	202,993	10.0%	226,832	200,890	12.9%	450,146	403,883	11.5%
April	200,753	185,946	8.0%	178,600	172,169	3.7%	379,353	358,115	5.9%
May	129,695	123,736	4.8%	116,491	109,503	6.4%	246,186	233,239	5.6%
June	71,635	73,861	-3.0%	66,826	68,663	-2.7%	138,461	142,524	-2.9%
July	63,647	68,071	-6.5%	60,689	65,593	-7.5%	124,336	133,664	-7.0%
August	59,309	65,368	-9.3%	59,947	64,584	-7.2%	119,256	129,952	-8.2%
September	73,813	79,599	-7.3%	77,748	83,235	-6.6%	151,561	162,834	-6.9%
October	126,702	120,659	5.0%	133,106	126,798	5.0%	259,808	247,457	5.0%
November	162,180	160,129	1.3%	165,290	159,108	3.9%	327,470	319,237	2.6%
December		159,846	-100.0%		161,369	-100.0%	-	321,215	-100.0%
Year to Date	1,465,767	1,500,618	9.3%	1,446,316	1,481,226	9.6%	2,912,083	2,981,844	9.5%

Palm Springs International Airport

Best Month Comparison						
ENPLANEMENTS						
	2019	2020	2021	2022	2023	Vs Best Mo
Jan	140,896	136,157	39,614	118,204	169,746	20.5%
Feb	156,486	156,909	57,530	142,206	184,973	17.9%
Mar	201,350	113,166	107,577	202,993	223,314	10.0%
Apr	160,452	5,811	111,376	185,946	200,753	8.0%
May	99,027	10,751	92,820	123,736	129,695	4.8%
Jun	55,385	14,827	66,885	73,861	71,635	-3.0%
Jul	49,864	17,231	65,869	68,071	63,647	-6.5%
Aug	48,112	18,389	58,793	65,368	59,309	-9.3%
Sep	52,283	23,087	65,682	79,599	73,813	-7.3%
Oct	84,627	41,597	108,923	120,659	126,702	5.0%
Nov	117,794	52,874	135,677	160,129	162,180	1.3%
Dec	121,198	41,517	136,897	159,846		-100.0%
TOTAL	1,287,474	632,316	1,047,643	1,500,618	1,465,767	
% Chg.	10.58%	-50.89%	65.68%	43.24%		
TOTAL PASSENGERS						
	2019	2020	2021	2022	2023	Vs Best Mo
Jan	280,738	276,099	79,082	237,388	341,656	21.7%
Feb	317,535	320,906	120,657	292,336	373,850	16.5%
Mar	401,972	198,850	214,477	403,883	450,146	11.5%
Apr	304,855	10,082	215,777	358,115	379,353	5.9%
May	190,756	19,154	174,535	233,239	246,186	5.6%
Jun	105,350	28,748	129,872	142,524	138,461	-2.9%
Jul	97,834	33,776	129,463	133,664	124,336	-7.0%
Aug	97,941	36,482	117,952	129,952	119,256	-8.2%
Sep	106,211	47,915	136,666	162,834	151,561	-6.9%
Oct	177,363	88,777	225,991	247,457	259,808	5.0%
Nov	235,656	108,043	271,944	319,237	327,470	2.6%
Dec	247,744	83,262	276,527	321,215		-100.0%
TOTAL	2,563,955	1,252,094	2,092,943	2,981,844	2,912,083	
% Chg.	10.18%	-51.17%	67.16%	42.47%		

Palm Springs International Airport

ACTIVITY BY AIRLINE
NOVEMBER 2023

AIRLINES	Enplaned			Deplaned			Total			(E & D)
	2023	2022	% Change	2023	2022	% Change	2023	2022	% Change	Market Share
Air Canada	5,670	4,443	27.6%	5,771	4,744	21.6%	11,441	9,187	24.5%	3.5%
Alaska	30,823	31,217	-1.3%	30,674	30,999	-1.0%	61,497	62,216	-1.2%	18.8%
American	23,979	24,770	-3.2%	24,029	23,008	4.4%	48,008	47,778	0.5%	14.7%
Avelo Air	2,477	1,710	44.9%	2,560	1,911	34.0%	5,037	3,621	39.1%	1.5%
Delta Air	5,840	5,611	4.1%	5,840	5,674	2.9%	11,680	11,285	3.5%	3.6%
Mesa (AA)	-	74	-100.0%	-	73	-100.0%	-	147	-100.0%	0.0%
SkyWest (Delta Connection)	5,403	5,077	6.4%	5,467	4,969	10.0%	10,870	10,046	8.2%	3.3%
SkyWest (United Express)	8,324	10,027	-17.0%	8,827	9,760	-9.6%	17,151	19,787	-13.3%	5.2%
SkyWest (AA)	5,314	3,522	50.9%	5,120	3,542	44.6%	10,434	7,064	47.7%	3.2%
Southwest Air	29,421	29,673	-0.8%	30,654	29,935	2.4%	60,075	59,608	0.8%	18.3%
United	20,427	14,659	39.3%	20,384	14,478	40.8%	40,811	29,137	40.1%	12.5%
WestJet	16,585	18,151	-8.6%	17,883	18,521	-3.4%	34,468	36,672	-6.0%	10.5%
Allegiant Air	1,457	2,039	-28.5%	1,468	2,010	-27.0%	2,925	4,049	-27.8%	0.9%
Flair	-	1,862	-100.0%	-	1,862	-100.0%	-	3,724	-100.0%	0.0%
JetBlue	3,284	3,729	-11.9%	3,143	3,767	-16.6%	6,427	7,496	-14.3%	2.0%
MN Airlines (Sun Country)	3,176	3,565	-10.9%	3,470	3,855	-10.0%	6,646	7,420	-10.4%	2.0%
Charters	-	-	0.0%	-	-	0.0%	-	-	0.0%	0.0%
TOTAL	162,180	160,129	1.3%	165,290	159,108	3.9%	327,470	319,237	2.6%	100.0%

Palm Springs International Airport

AIRCRAFT OPERATIONS 2023									
	2023					2023	2022	vs. Prior	2023
ITINERANT	AC	AT	GA	MI	AC & AT	TOTAL	TOTAL	CHANGE	GA/CIVIL %
Jan	3,547	1,119	1,433	145	4,666	6,244	6,152	1.5%	23.0%
Feb	3,468	1,204	1,638	72	4,672	6,382	6,019	6.0%	25.7%
Mar	3,913	1,466	2,076	141	5,379	7,596	7,192	5.6%	27.3%
Apr	3,498	1,384	2,038	81	4,882	7,001	6,804	2.9%	29.1%
May	2,363	869	1,549	110	3,232	4,891	4,692	4.2%	31.7%
Jun	1,374	527	1,008	118	1,901	3,027	3,005	0.7%	33.3%
Jul	1,294	554	693	67	1,848	2,608	2,806	-7.1%	26.6%
Aug	1,273	495	610	64	1,768	2,442	2,853	-14.4%	25.0%
Sep	1,533	540	861	78	2,073	3,012	3,246	-7.2%	28.6%
Oct	2,469	782	1,261	133	3,251	4,645	4,134	12.4%	27.1%
Nov	3,045	1,158	1,742	74	4,203	6,019	5,984	0.6%	28.9%
Dec					-	-	5,869		#DIV/0!
TOTAL	27,777	10,098	14,909	1,083	37,875	53,867	58,756	1.9%	27.7%

	2023					2023	2022	Yr.	2023
LOCAL	CIVIL	MI	TOTAL			TOTAL	TOTAL	CHANGE	GA/CIVIL %
Jan	233	10	243			6,487	6,594	-1.6%	25.7%
Feb	232	5	237			6,619	6,263	5.7%	28.3%
Mar	603	6	609			8,205	7,431	10.4%	32.7%
Apr	286	4	290			7,291	7,023	3.8%	31.9%
May	398	-	398			5,289	5,114	3.4%	36.8%
Jun	264	4	268			3,295	3,097	6.4%	38.6%
Jul	176	-	176			2,784	2,906	-4.2%	31.2%
Aug	174	14	188			2,630	3,133	-16.1%	29.8%
Sep	170	18	188			3,200	3,434	-6.8%	32.2%
Oct	173	-	173			4,818	4,259	13.1%	29.8%
Nov	298	-	298			6,317	6,174	2.3%	32.3%
Dec			-			-	6,215		#DIV/0!
TOTAL	3,007	61	3,068			56,935	61,643	2.7%	31.5%

https://aspm.faa.gov/aspmhelp/index/OPSNET_Reports_Definitions_of_Variables.html

PASSENGER ACTIVITY REPORT - FISCAL YEAR COMPARISON

	ENPLANED PASSENGERS						DEPLANED PASSENGERS						TOTAL PASSENGERS								
	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21-'22	% CHANGE	FY '20-'21	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21-'22	% CHANGE	FY '20-'21	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21-'22	% CHANGE	FY '20-'21
July	63,647	↓ -6%	68,071	↑ 3%	65,869	↑ 282%	17,231	60,689	↓ -7%	65,593	↑ 3%	63,594	↑ 284%	16,545	124,336	↓ -7%	133,664	↑ 3%	129,463	↑ 283%	33,776
August	59,309	↓ -9%	65,368	↑ 11%	58,793	↑ 220%	18,389	59,947	↓ -7%	64,584	↑ 9%	59,159	↑ 227%	18,093	119,256	↓ -8%	129,952	↑ 10%	117,952	↑ 223%	36,482
September	73,813	↓ -7%	79,599	↑ 21%	65,682	↑ 184%	23,087	77,748	↓ -7%	83,235	↑ 17%	70,984	↑ 186%	24,828	151,561	↓ -7%	162,834	↑ 19%	136,666	↑ 185%	47,915
October	126,702	↑ 5%	120,659	↑ 11%	108,923	↑ 162%	41,597	133,106	↑ 5%	126,798	↑ 8%	117,068	↑ 148%	47,180	259,808	↑ 5%	247,457	↑ 9%	225,991	↑ 155%	88,777
November	162,180	↑ 1%	160,129	↑ 18%	135,677	↑ 157%	52,874	165,290	↑ 4%	159,108	↑ 17%	136,267	↑ 147%	55,169	327,470	↑ 3%	319,237	↑ 17%	271,944	↑ 152%	108,043
December		↓ -100%	159,846	↑ 17%	136,897	↑ 230%	41,517		↓ -100%	161,369	↑ 16%	139,630	↑ 234%	41,745	-	↓ -100%	321,215	↑ 16%	276,527	↑ 232%	83,262
January		↓ -100%	169,746	↑ 44%	118,204	↑ 198%	39,614		↓ -100%	171,910	↑ 44%	119,184	↑ 202%	39,468	-	↓ -100%	341,656	↑ 44%	237,388	↑ 200%	79,082
February		↓ -100%	184,973	↑ 30%	142,206	↑ 147%	57,530		↓ -100%	188,877	↑ 26%	150,130	↑ 138%	63,127	-	↓ -100%	373,850	↑ 28%	292,336	↑ 142%	120,657
March		↓ -100%	223,314	↑ 10%	202,993	↑ 89%	107,577		↓ -100%	226,832	↑ 13%	200,890	↑ 88%	106,900	-	↓ -100%	450,146	↑ 11%	403,883	↑ 88%	214,477
April		↓ -100%	200,753	↑ 8%	185,946	↑ 67%	111,376		↓ -100%	178,600	↑ 4%	172,169	↑ 65%	104,401	-	↓ -100%	379,353	↑ 6%	358,115	↑ 66%	215,777
May		↓ -100%	129,695	↑ 5%	123,736	↑ 33%	92,820		↓ -100%	116,491	↑ 6%	109,503	↑ 34%	81,715	-	↓ -100%	246,186	↑ 6%	233,239	↑ 34%	174,535
June		↓ -100%	71,635	↓ -3%	73,861	↑ 10%	66,885		↓ -100%	66,826	↓ -3%	68,663	↑ 9%	62,987	-	↓ -100%	138,461	↓ -3%	142,524	↑ 10%	129,872
YTD	485,651	↓ -70%	1,633,788	↑ 15%	1,418,787	↑ 112%	670,497	496,780	↓ -69%	1,610,223	↑ 14%	1,407,241	↑ 113%	662,158	982,431	↓ -70%	3,244,011	↑ 15%	2,826,028	↑ 112%	1,332,655

ITEM 12.A - FUTURE COMMITTEE MEETINGS

Airport Commission Meeting of December 20, 2023

Date	Time	Committee
January 17, 2024	4:00 P.M.	Noise Committee
TBD	TBD	Ad Hoc Design Review Committee
TBD	TBD	Budget and Finance Committee
TBD	TBD	Marketing and Business Development Committee
TBD	TBD	Operations, Properties and Facilities Committee

AIRPORT COMMITTEES FY2023-24

REVISED 12-14-23

REPRESENTING	COMMISSIONERS	Marketing (7 Members)	Budget (7 Members)*	Operations (7 Members)	Noise (5 Members)	Ad Hoc Design Review (5 Members)*
Indian Wells	BERRIMAN, Robert			Member		
Palm Springs	BURKE, Todd	Chair			Member	Member
Palm Springs	CALDWELL, Daniel	Member		Member		
Palm Springs	CORCORAN, Kevin		Member		Member	Chair
Palm Springs	DADA, Aftab					
Palm Springs	FELTMAN, David			Chair		Member
Palm Springs	FONG, J Craig	Member			Member	
La Quinta	HUGHES, Kathleen	Member				
Palm Springs	MARTIN, Tracy		Chair			
Cathedral City	MICHAELIS, Tony		Member		Member	
Riverside County	PARK, Margaret			Member		
Desert Hot Springs	PYE, Jan		Member	Member		
Palm Springs	SUERO, Guillermo	Member				
Palm Desert	WISEMAN, Kevin	Member		Member	Chair	Member
Indio	WISE, Rick	Member	Member			
Rancho Mirage	YOUNG, Keith		Member	Member		

*Budget & Finance Committee has one (1) vacancy

Ad Hoc Design Review Committee has one (1) vacancy