



AIRPORT COMMISSION

**MINUTES OF THE REGULAR MEETING OF THE AIRPORT COMMISSION OF
THE PALM SPRINGS INTERNATIONAL AIRPORT**

Wednesday, February 21, 2024 – 5:30 P.M.

1. CALL TO ORDER:

Chairman Dada called the Airport Commission meeting to order at 5:30 P.M. The meeting was held in-person and via videoconference.

Chairman Dada led the Pledge of Allegiance.

2. POSTING OF THE AGENDA: Posted on February 15, 2024.

3. ROLL CALL:

Commissioners Present:

Dave Banks (Palm Springs)*	J Craig Fong (Palm Springs)
Todd Burke (Palm Springs)	Tracy Martin (Palm Springs)
Daniel Caldwell (Palm Springs)	Tony Michaelis (Cathedral City)
Kevin Corcoran (Palm Springs) - Vice Chair	Jan Pye (Desert Hot Springs)
Aftab Dada (Palm Springs) - Chair	Rick Wise (Indio)
Denise Delgado (Coachella) *	Keith Young (Rancho Mirage)
David Feltman (Palm Springs)	

Commissioners Absent: Robert Berriman (Indian Wells), Kathleen Hughes (La Quinta), Margaret Park (Riverside County), M. Guillermo Suero (Palm Springs), and Kevin Wiseman (Palm Desert)

* Dave Banks (Palm Springs) joined the meeting at 5:31 p.m.
Denise Delgado (Coachella) joined the meeting at 5:46 p.m.

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
 Jeremy Holm, City Attorney
 Christina Brown, Executive Program Administrator
 Paula Pak, Executive Administrative Assistant

Others Present:

Neil McLean, Gensler
Matt Townsend, Frasca & Associates, LLC
Ken Cushine, Frasca & Associates, LLC

4. ACCEPTANCE OF THE AGENDA:

ACTION: Accept the Agenda as presented. **Moved by Commissioner Dada, seconded by Commissioner Corcoran, and unanimously approved noting the absence of Commissioners Berriman, Delgado, Hughes, Park, Suero, and Wiseman.**

5. PUBLIC COMMENTS:

Brad Anderson expressed concerns regarding increased traffic and its impact on local air quality. He acknowledged the need to strike a balance between providing airport benefits to residents and the impacts of increased pollution, including those caused by other modes of transportation. He requested the Commission address the noise impacts associated with the Airport and that he would submit written comments accordingly.

Executive Program Administrator Brown stated that Stewart Gandolf and John Wilhelmi were present via teleconference, and she informed Mr. Gandolf and Wilhelmi that public comment would be opened for Item 8.J. at the appropriate juncture of the meeting.

Mr. Wilhelmi requested permission to provide public comment on Item 8.J. at this juncture due to a personal conflict later in the evening. The Commission allowed Mr. Wilhelmi to provide comment on Item 8.J. at this juncture. The detail of his comments are referenced under Item 8.J. in this document.

6. APPROVAL OF THE MINUTES:

ACTION: Approve the minutes of the Airport Commission Meeting of October 18, 2023. **Moved by Commissioner Fong, seconded by Vice Chairman Corcoran, and unanimously approved noting the absence of Commissioners Berriman, Delgado, Hughes, Park, Suero, and Wiseman.**

7. INTRODUCTIONS AND PRESENTATIONS:

7.A Executive Administrative Assistant Paula Pak

Chairman Dada introduced the Airport's new Executive Administrative Assistant Paula Pak. Ms. Pak said that she had previously worked as a legal assistant and in hospitality. Airport Executive Director Barrett said that Ms. Pak would be serving as

his assistant, and she would be overseeing the Airport Commission and Committee meetings and matters.

8. DISCUSSION AND ACTION ITEMS:

8.A Budget and Finance Committee Update

Budget and Finance Committee Chairman Martin provided an update from the Budget and Finance Committee. He said that staff had presented several Baggage Handling System options, and the Committee had requested that staff gather and present additional information to provide to the Committee for a formal vote to be made by the Committee. The Committee also received a presentation concerning the Financial Consultant Agreement with Frasca & Associates, LLC, which appears on this agenda, and they approved a recommendation to approve the agreement. He said that there were material changes in both revenues and expenses and that the details would be provided by Airport Administration Manager Carpenter during the presentation of that item.

8.B Financial Consultant Agreement with Frasca & Associates, LLC.

Airport Administration Manager Carpenter reported that the item before the Commission was to review and consider a recommendation to the City Council to approve a contract service agreement with Frasca & Associates, LLC, in the amount of \$3.5 million over a five-year term. Four proposals were received via a request for proposals process. The evaluation team included Airport staff, Finance Department staff, and finance staff from San Diego and Long Beach Airports. The proposals were evaluated and scored based upon publicly noticed criteria, and the team had determined that Frasca & Associates, LLC had the most highly qualified proposal. Matt Townsend and Ken Cushine, representing Frasca & Associates, LLC, were in attendance and Mr. Townsend provided a brief overview of the company.

Mr. Townsend continued by reporting their initial projects with the Airport would consist of continued implementation of the Airline Use and Lease Agreement (AULA), including calculation of mid-year rates and charges based upon mid-year estimates of revenues, expenses, and activity. Over the next 60 days, their projects would include a cash liquidity forecast and working through a planned capital program for the remainder of the fiscal year. Additionally, they would assist with Fiscal Year 2025 budgeted rates and charges calculations, extension of rental car concession agreement, planning for a successor agreement as related to rental car companies, an amendment to the PFC applications, planning and strategy for the new PFC application in support of the terminal expansion projects, and longer-term capital program financial planning including anticipated bond financing. Long term work would include implementation of the Airport's Master Plan expansion projects, developing strategies for revenue bond financings, and negotiating the successor AULA. He expressed their team's excitement in partnering with the Airport.

ACTION: Motion to recommend to the City Council the approval of an agreement with Frasca & Associates, LLC. **Moved by Commissioner Feltman, seconded by Commissioner Burke, and unanimously approved noting the absence of Commissioners Berriman, Hughes, Park, Suero and Wiseman.**

8.C Financial Summary Update

Airport Administration Manager Carpenter reported on her work with Commissioner Martin concerning various modifications to the financial reports, and she thanked him for his support and guidance. Ms. Carpenter noted that a suggestion from Commissioner Martin was to implement a provision of an ongoing update to the Commission concerning the various revenue and expenditures in each fund account, including the respective purpose of each fund. She opened the floor to Commission comments concerning the financial summary update ending January 31, 2024.

8.D Operations, Properties and Facilities Committee Update

Operations, Properties and Facilities Committee Chairman Feltman reported on the recent Committee meeting including the receipt of feedback on items related to the baggage claim area, an update on data on parking facility utilization during the holidays, and his perception was that the Airport staff had handled it well. Vice Chairman Corcoran inquired whether the data provided had answered the Commission's question concerning utilization numbers for the closest parking and the length of the average stay in the parking lots. Airport Administration Manager Carpenter noted that the information would be covered during Item 8.K.

Commissioner Feltman reported on Assistant Airport Director Keating's presentation on the implementation of the improved Wi-Fi capacity, including commencement with the two terminals, feedback concerning inadequate Wi-Fi at the Airport, and the important upgrades that were due to facilitate Wi-Fi availability.

8.E Baggage Claim Expansion Update

Airport Executive Director Barrett reported that the Commission would not be voting on this item during this meeting in light of new information received from the Federal Aviation Administration (FAA), although the initial plan was to have both the Operations, Properties and Facilities and Finance and Budget Committees conduct further review and make a recommendation to the full Commission for consideration. Mr. Barrett said that he would provide additional information after the update presentation.

Neil McLean, representing Gensler, provided an update on the various concepts forwarded for the Baggage Claim Project. A presentation was provided that detailed the need to address congestion at the baggage claim operation due to the baggage claim being undersized, the proposed plan to expand the building pursuant to the

Master Plan, the proposed high-capacity carousel devices and other planned improvements, including increases to the square footage in the respective areas.

Mr. McLean detailed the rendering of the expansion of the existing building, without alteration, to fit with the existing architecture. Alternate A was presented, including the analysis to establish the length necessary to meet projected bag demand, carousel device sizes, removal of the rental car operation from the designated space, and expansion to address congestion. Temporary relocation of the rental car operation outside of the building would be necessary until the contract work is completed. Additionally, a temporary bag claim would be required due to a necessary invasive seismic upgrade to the building structure and detailed illustrations were displayed. Two single occupant restrooms would be available, upgrades to the mechanical system would be completed, and a new mechanical room and bag services offices would be constructed. The cost for Alternative A would be approximately \$41 million, inclusive of the items detailed in the presentation.

Mr. McLean presented Alternate B, which was designed to accommodate all of the current functions currently needed in the space and to meet passenger activity. This would necessitate expanding the building into a larger area, to include two bays on the airside and two bays further into the rental car lot and the four slope plate carousel devices would fit. Additionally, the difference from Alternate A is that the rental car operation would remain in the bag claim hall, and Alternate B would include the structure replacement as described for Alternate A and the temporary bag claim and rental car operation during construction. Mr. McLean said that it is more efficient to place those functions inside one temporary building, rather than trailers or a temporary structure, and the two single occupant restrooms and bag service offices would be included. He said that although the proposal would exceed the 10,000 square foot original plan, it would meet demand needs.

Mr. McLean noted that Alternate C was a much simpler option and that it was conceived prior to the preferred option for the Master Plan, and consideration was given to the minimal amount necessary to add to the building if eventually all functions would be moved to a new facility at the south end. With this option, the two devices would be in a new addition, and they would renovate the remainder of the bag claim hall. Mr. McLean said that this option would not address any replacement of the structural upgrade to the building as in the other alternatives presented, nor any other building upgrade, and the two areas would be knit together for a temporary operation. Mr. McLean reviewed the temporary operation for when the rental car operations are moved outside of the building, which would displace parking spots from the current rental car lot.

Airport Executive Director Barrett reiterated that the original plan was to present the project to the Finance and Budget and Operations, Properties and Facilities Committees to receive feedback and to entertain a vote for a recommendation to the Commission and then to present the project to the full Commission. Shortly after staff had met with the Operations, Properties and Facilities Committee, staff had heard

from the FAA on two points of information. The first was regarding the \$5.7 million ATP grant that the FAA had announced last year in March, which was only valid for a period of one year, not four years, and staff had had an issue with the environmental process delaying the project, as the building is on the National Historical Register, which requires additional scrutiny. As a result, the FAA determined that the \$5.7 million grant had not been used within the allowed timeframe, and the FAA reallocated the grant funds to another airport. Mr. Barrett said that he didn't believe that the reallocation of the grant funds would impact the project, and he said that staff was working through the process with the appropriate agencies.

Airport Executive Director Barrett said that the second point of information was in regard to the timing of the Airport's projects relative to environmental processes and that the FAA had a concern in regard to the Baggage Claim Project currently being in the environmental process and the process impacting subsequent projects such as a potential North Concourse expansion or Consolidated Rental Car Facility (CONRAC).

Mr. Barrett said that staff has been working with their consultants to get additional information and that the FAA would be the determinant factor, noting that if the Airport commences this project, they are committed and may not be able to complete the other projects within five years due to the required environmental review process. He said that staff does not believe that the FAA's initial interpretation is completely accurate and staff was working with the FAA to gain additional information and clarification. Mr. Barrett said that Baggage Claim Project was currently on pause while staff works on figuring out how to proceed.

Commissioner Delgado inquired as to the current length of the environmental process for the project. Mr. Barrett responded it had been about a year. Commissioner Delgado inquired about the length of time that staff had anticipated that the environmental process would take. Mr. Barrett said that staff had anticipated that the environmental process would be finished in six months. Commissioner Delgado inquired about how much longer staff was anticipating for the environmental process to be finished. Mr. Barrett said that the date of completion was unknown. Commissioner Delgado expressed concern regarding the reassignment of the ATP funds, and she inquired as to the length of the original application process. Mr. Barrett responded it took approximately one month to complete the four grant applications and submission, and then a few extra months for the decision.

Commissioner Delgado acknowledged staff's efforts to keep the \$5.7 million grant and to inform the FAA of the additional environmental process requirements due to the historic nature of the building, she expressed concern regarding the FAA not being more considerate of the situation, and she inquired whether staff confirmed the ability to reapply for the grant funds. Mr. Barrett responded that the FAA suggested the Airport could reapply, the Airport staff reapplied for a grant, and the Airport did not receive funds for this year. He said that staff would reapply for next year's competitive process cycle, which involves applications from airports across the nation.

Commissioner Delgado inquired as to whether the main difference between Alternatives A and B is the additional 9,000 square feet, adding \$5 million to the project. Mr. McLean responded that Alternative B would include 8,400 more square feet than Alternative A, doubling the space. Commissioner Delgado stated that Alternative A would condense all the features and save \$5 million, and to add 9,000 square feet and to keep the rental car facilities in the building, it would add \$5 million under Alternative B. Assistant Airport Director Keating noted that the temporary baggage claim has to be built in either option.

Commissioner Martin questioned if having the baggage claim and the rental car facilities in the same building was the right long-term solution as opposed to putting in the CONRAC, and he said that he believed that the Commission needed more guidance on Alternatives A and B. Mr. Barrett expressed support for Alternative B's opportunity to build and to get as much space as possible, and even though there are plans to build a CONRAC, Alternative B would provide the Airport the space it needs to work with over the long term.

Commissioner Feltman asked if the car rental companies had a preference in regard to keeping the car rental facilities at the baggage claim area or moving the facilities to the CONRAC. Mr. Barrett said that from a customer experience perspective, there is a preference for having service desks in the baggage claim area, and he noted that the car rental companies had not seen the alternatives that were being presented at the meeting.

Commissioner Banks inquired about the length of time that the temporary facilities would need to be utilized. Mr. Barrett responded that it would come down to the planning and phasing of the project, and he estimated that construction could take approximately 18 to 24 months.

Commissioner Burke inquired whether Alternative A or B was more customer-friendly. Mr. McLean responded that Alternative B was slightly more customer friendly because Alternative B has the flexibility to orient the rental car on the left and the bag claim towards the back of the temporary facility. In Alternative A, passengers do have to travel along the front of the building and come back into the building, since bag claim is separated from the rental car operation. Alternative B provides access to necessary space in a timely manner and is more comprehensive in service access.

Commissioner Young inquired whether Alternative B would accommodate the necessary baggage and traffic flow without a structural expansion or would an expansion be required in Passenger Activity Level (PAL) 3 or 4. Mr. McLean said that in regard to PAL 3, there was not a call for an increase in the space itself, and PAL 4 would need quite a bit more space and it would be a part of the larger Master Plan expansion of the concourse.

Commissioner Feltman inquired as to the current total square footage. Mr. McLean responded that the total existing current bag claim area is 20,418 square feet.

Commissioner Feltman inquired about the temporary buildings in Alternative A being about 5,300 square feet, and Mr. McLean stated they were trying to get closer to the 10,000 square feet of space. Commissioner Feltman noted that in consideration of everything needed for the completion of the project, the project could take up to 48-months. He expressed concern about the amount of space needed to ensure a positive customer experience over the potentially 48-month long process, and the potential negative impacts to customers, particularly as related to weather and the impacts on senior citizens. He also inquired about how to facilitate the passage of customers at the temporary baggage claim area to their transportation mode for up to three or four years.

Vice Chairman Corcoran referred to the loss of FAA funds, and he asked if the project would now be part of the long range plan discussions related to Phase 1 of the Master Plan Alternative 1A, and if the Commission would be looking at all three of the projects together. Mr. Barrett responded it would be unlikely as it would take longer to get the environmental clearances and to design the expansion, and he said that there was a critical need now with the Baggage Claim Project. Mr. Barrett said that it would be staff's preference to move forward with expanding the baggage claim and then deal with the remainder of the items at another time. Vice Chairman Corcoran inquired if moving forward on the project could place Phase 1 of the Master Plan on the back burner. Mr. Barrett responded that it could postpone Phase 1 of the Master Plan based on the conversations that staff has had with the FAA, and additional conversations were needed, as staff believes that the FAA may be interpreting the Airports proposed projects a little differently than they are intended to be.

Commissioner Caldwell stated that the Operations, Properties and Facilities Committee had reviewed Alternatives A, B, and C and that the Committee had determined that Alternative B was the better option based on staff's input, with less impact on customers.

M. Barrett stated that the next steps were for staff to meet with the FAA on the following day where staff would be posing their questions and the FAA would need time to provide their responses, which could take a few weeks. He said that staff wanted to keep Mr. McLean on track with the project and that they would provide him with any additional information as it obtained, and staff was hoping to bring the item back for a vote in the near future.

Airport Executive Director Barrett provided detail on the bipartisan infrastructure law, which included two mechanisms for funding, one being the ATP grant that was lost, the other one was an entitlement or allotment over five years. There is already money in place for a large chunk of this project. The only item pending is the environmental clearance.

Commissioner Delgado asked if the understanding was that the Airport was seeking clarification from the FAA to see if the project can be moved forward for an action item with the hope that the FAA is not waiting on the Airport to complete the environmental

process which has an uncertain completion date. Mr. Barrett explained that with the Bipartisan Infrastructure Law there were two mechanisms for funding, one being the ATP grant which had been lost, and the other being an entitlement or allotment over five years, and he said that the Airport has funds in place to fund a significant portion of the project and that staff was waiting on the environmental clearance.

Commissioner Delgado referred to the project being a multi-phase project, and she asked if the Airport doesn't get an ATP grant, how successful would the Airport be in getting to all of the phases of the project. Mr. Barrett responded that expedient progress would be made once the environmental process is completed and the project is designed. He said that it remains to be determined whether the grant application will be successful as compared to those of other airports and the potential impacts of other longer-term planned projects. Commissioner Delgado expressed a preference for Alternative B only as it doubles the space, and long-term planning would be dependent upon the additional \$5 million and whether it can be obtained.

8.F PSP Stay and Play Visitor Program

8.G Marketing Update

Items 8F. and 8.G. were heard concurrently.

Deputy Director of Aviation, Marketing and Air Service Meier provided a combined update report on the PSP Stay and Play Visitor Program and the January 2024 Marketing and Air Service Update. He said that Avelo was extending their service to Sonoma County for the whole summer, which would increase the Airport's nonstop summer destinations to 13. Various corrections were noted for the March through July passenger data.

Mr. Meier announced that the Stay and Play Program had launched on Monday of last week and the program was going well. He noted that various news program had misreported that the Stay and Play passes were being issued during the Airports peak hours of the day, and he said that staff ensures that ticketed passengers always have priority over the Stay and Play pass holders, and the Stay and Play pass holders are not allowed to use the TSA PreCheck line and they cannot bring in any luggage. Mr. Meier noted that in the last 12 months, approximately five airports had added this program to their services.

Commissioner Wise commented on the negative information provided in a recent news program concerning parking. Mr. Meier provided information on the Airport's efforts to reach out to the news program to correct the information that was incorrectly provided. Commissioner Feltman inquired as to the purpose of the program. Mr. Meier stated that the purpose of the program is to allow the community the opportunity to dine, shop, and enjoy a positive experience at the Airport.

8.H Ad Hoc Design Review Committee Update

8.I Concessions Update

Item 8.H. and 8.I were heard concurrently.

Assistant Airport Director Keating reported that updates had been made to the concessions deployment schedule. He said that Nine Cities Craft would be opening in mid-March and several of the retail stores were in the final phases and were expected to be completed by the end of May, and he said that the primary focus was not to close everything at the same time. Construction was heavily underway on various concessions and there were some structural issues at the Agua Caliente Concourse which were not expected and were being addressed.

Ad Hoc Design Review Committee Chairman Corcoran reported that the Ad Hoc Design Review Committee had engaged in a significant discussion concerning passenger impacts as related to long lines and difficulty finding coffee and other items at the Airport and the information was shared with Paradies. He noted that it was understood that it would be a bit of a struggle until Nine Cities Craft opens and that Paradies was making an effort to open up and offer coffee in multiple locations, including the deployment of a mobile coffee cart. Commissioner Burke noted that directional signage would also be deployed to help get customers to the concessions and items they desire.

Ad Hoc Design Review Committee Chairman Corcoran reported that Paradies would be adding additional space to The Pink Door by using the space that had previously been a Starbucks, and Paradies would be providing greater service, greater offerings, and more space in the pre-security area. He said that there was additional discussion about the quality of food offerings planned and the Committee would be reviewing the proposed menus again to ensure that they include healthy offerings.

Commissioner Feltman noted that there was also a discussion about the vending machines. Ad Hoc Design Review Committee Chairman Corcoran said that Paradies had proposed to relocate the four vending machines that are currently located in front of The Pink Door Location across the way and in front of the windows, and the Committee directed staff to relocate the vending machines to a pre-security location that would not be covering any windows.

8.J Car Rental Car Wash Facility Noise

Assistant Airport Director Keating reported on the history of the car rental car wash facility noise issue. He said that the residents of the Sunmor community contacted staff concerning noise emanating from the Enterprise Rent-A-Car (Enterprise) location. Staff met with the residents and personally observed the noise, which appeared to be coming from the car wash blowers. Staff then met with Enterprise

representatives who said that they were willing to be a good community partner and that they would see what they could do to mitigate the noise.

Staff asked the City's Code Enforcement to evaluate the decibels of noise that were coming from the Enterprise car wash facility, and Code Enforcement determined that Enterprise was out of compliance with the City's noise code. As a result of discussions with Enterprise and the Sunmor residents, a sound barrier wall was installed, after which it was determined that Enterprise was in compliance with the City's noise code. The residents notified staff that they were not satisfied with the noise mitigation, and staff is continuing to work on potential solutions, including adding additional sound wall construction and noise testing.

Assistant Airport Director Keating reported that a proposed solution would be to keep the Enterprise blowers on continuously during certain hours, as turning them off and on increase the noise impacts. He said that staff would continue to work with Enterprise and the impacted residents, and it was acknowledged that Enterprise was operating in good faith as related to this issue and the subject blowers were installed for efficiency.

Vice Chairman Corcoran said that he went with staff to listen to the noise from the blowers and that there was a high-pitched noise that happens when the blowers come on, and he said that if the blowers were to run all day, there would only be white noise coming from the blowers. He acknowledged the ongoing impacts on the adjacent neighbors and that all parties were working toward solutions.

Commissioner Burke inquired if Enterprise had reached out to the manufacturer of the blowers to see if any additional mitigation measures could be deployed. Mr. Keating responded that he did not know if Enterprise had spoken to the manufacturer, however, adding dampeners was discussed as a mitigation measure, among other potential solutions.

Commissioner Delgado inquired as to how many homes were being impacted by the noise. Mr. Keating responded that he had originally met with three homeowners and that he was currently in contact with one resident who seemed to be representing the other homeowners. Commissioner Delgado inquired if the other residents were consulted as to their experience with the sound wall. Mr. Keating responded that he did not have the contact information for the other residents, and he reiterated that Enterprise is now in compliance with the City's noise code.

Commissioner Banks inquired whether blowers could present a similar problem at the other car rental car wash facilities. Airport Executive Director Barrett responded the other two car rental companies have blowers in place and that Enterprise's blower had become non-operational pre-pandemic and they didn't want to invest in a new blower because they were under the impression that they would be moving to the CONRAC. Being that the CONRAC is still years away from being built, Enterprise decided to invest new blowers to make their operations efficient.

Mr. Wilhelmi's comments were provided during Item No. 5 and are referenced below.

John Wilhelmi stated he provided comment at last month's Noise Committee meeting concerning the excess noise coming from the Enterprise Rent-a-Car's vehicle washing operations, and he said that he was grateful to see that the Commission had included this issue on the agenda. Mr. Wilhelmi explained that his residence is adjacent to the Airport and he noted that he has not previously had cause to complain concerning any noise or other issue. In September 2023, he reported a new, loud, intermittent whistling noise emanating from the car wash operation, which had been modified, and the noise occurs hundreds of times per day, on weekdays, weekends and holidays, and it can be heard at more than 20 homes in the adjacent Sunmor neighborhood.

Mr. Wilhelmi expressed further concern that the noise is extraordinary for car wash operations and should be prohibited adjacent to a residential neighborhood. He suggested that the Commissioners should visit his residence to evaluate the noise and that he had provided his contact information in his public comment submission. Second, he requested the Commission urge, in the strongest possible terms, some type of immediate follow up action and to allow the community to weigh in on proposals, as well as have independent oversight over the car wash operation. Third, he said that he would be willing to hire an independent noise consultant at his own expense to provide actionable, reasonable, and effective advice, if he knew the advice would be heeded. He appealed to the Commission's independent authority and expressed gratitude for being allowed to speak out of agenda order.

Stuart Gandolf stated that he owns the property two houses down on 2980 East Plaimor Ave, and he has heard the blower noises as well. He said that he would visit the property tomorrow to observe the mitigation measures to determine whether there is improvement in noise reduction. He said that he supported the suggestion for Enterprise to contact the manufacturer, and he noted there were other noise impacts from Enterprise, however, this was the main priority. He said that he would provide further feedback after he visited his property.

Brett Connor lives in the Sunmor neighborhood, he acknowledged he was one of the residents who met with Mr. Keating in September, he said that the noise has continued even with the sound wall, and he is unable to entertain in his own backyard. He stated that there were many residents impacted by the noise and who are concerned about impacts to their home values.

Vice Chairman Corcoran concluded that staff would continue working on this matter and provide updates to the Commission accordingly.

8.K Long-Term Vehicle Parking Data

Airport Administration Manager Carpenter reported that at the last Commission meeting, Vice Chairman Corcoran had inquired about the duration of vehicles that are staying within a five-day period. ABM Parking Management (ABM) was consulted and

the comparison results from calendar year 2022 through calendar year 2023 indicated that 52% of the parking sales were within the one hour or less period. 20% of the parking sales were within the one hour and 20 minutes to a day period, and then two to five days was at 21%. Anything over five days is a smaller percentage, which is within the 1% to 3% range.

Vice Chairman Corcoran inquired about staff conclusion about long-term parking. Ms. Carpenter said that people were not camping out in the parking lots and that the majority of the parking sales were from the hourly to daily parking sales. Vice Chairman Corcoran asked if staff felt that there was a parking issue, and he referenced the complaint that had been made by residents who had had difficulty finding parking spaces during the holidays. Ms. Carpenter responded that staff did not feel that parking was an issue, and she noted that during high demand times, the overflow parking lot is opened, and ABM is there to help with the shuttle. Airport Executive Director Barrett noted that there is the flexibility to address excess capacity needs during the entire year and the ability to increase communication with passengers.

Commissioner Feltman inquired if rate increases would be considered. Mr. Barrett responded that this year's rates and fees analysis has not yet been completed, and there is hesitation to increase the daily rate, as it is a competitive advantage. Commissioner Wise suggested that more people would be willing to park in the overflow parking lot, if it were half price which would open more parking space in the other parking lots. Mr. Barrett said that he agreed with Commissioner Wise and that the matter was being considered in the long-term plan and that it will take several iterations of planning to get there.

8.L Wi-Fi Update

Assistant Airport Director Keating noted that Commissioner Feltman had provided a Wi-Fi update earlier in the meeting and that the project was imminent, with a cabling provider being onboarded within the next two or three weeks, with installation of new controllers and wireless access points shortly thereafter.

8.M Projects and Airport Capital Improvement Program Update

9. EXECUTIVE DIRECTOR REPORT:

Item Nos. 8.M. and 9 were heard concurrently.

Airport Executive Director Barrett reported that the City Manager, Assistant City Manager, and the City Engineer met with Congressman Calvert's office to discuss the loss of the grant funds for the Baggage Claim Project and to also discuss potential avenues for additional funds for various projects around the Airport. Congressman Calvert was very receptive to the situation.

Mr. Barrett noted that he would be providing quarterly updates on the development of the Strategic Business Plan, and he said that staff had met with InterVISTAS who leading the Strategic Business Plan Project and they had were provided the scope of work, which was approved a few days prior. He said that in the coming two months, the Commission should be receiving the first draft to include stakeholder engagement, and staff would be reaching out to individual Commissioners to talk about ideas and strategies. Additionally, he reported on future meetings to engage the community on noise issues related to upcoming development, and provide an educational forum to ensure the community remains informed on the process and how noise and airspace works.

10. COMMISSIONERS REQUESTS AND REPORTS:

Commissioner Martin inquired as to the status of the mid-year financial update. Staff noted it would be placed on the next agenda.

Vice Chairman Corcoran requested an update at the next meeting on the legal status of the outbound baggage handling system matter.

Airport Executive Director Barrett added to the previous update report that a Commissioner had requested that staff revisit the Uber and Lyft signage that is curbside, and he said that City Attorney Jeremy Holm had provided the draft ordinance which would be moving forward.

Commissioner Caldwell requested a brief update on the Measure J funds. Executive Program Administrator Brown noted that the projects that would be funded by Measure J would be presented at the February 29th City Council meeting for approval.

11. REPORT OF CITY COUNCIL ACTIONS:

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

12. RECEIVE AND FILE:


- 12.A Airlines Activity Report January 2024
- 12.B Airline Activity Report Fiscal Year Comparison

13. COMMITTEES:

- 13.A Future Committee Meetings
- 13.B Committees and Airport Master Plan Working Group Rosters

ADJOURNMENT:

The Airport Commission adjourned at 7:22 P.M. to a Regular Meeting on March 20, 2024, at 5:30 P.M.



Christina Brown
Executive Program Administrator

Approved By Airport Commission 07/10/2024