



AIRPORT COMMISSION MEETING

Agenda Item Executive Summary

Airport Conference Room, Palm Springs International Airport
3400 E. Tahquitz Canyon Way, Palm Springs, CA 92262
Wednesday, May 21, 2025 – 4:00 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 8.F – Marketing Update

AGENDA ITEM 9 – Executive Director Report



AIRPORT COMMISSION MEETING AGENDA

Airport Conference Room, Palm Springs International Airport
3400 E. Tahquitz Canyon Way, Palm Springs, CA 92262
Wednesday, May 21, 2025 – 4:00 P.M.

To view/listen/participate virtually in the meeting live, please contact Tanya Perez at Tanya.Perez@palmspringsca.gov or the following telephone number (760) 318-3805 to register for the Zoom meeting. There will be an email with Zoom credentials sent after registration is complete, to access the meeting and offer public comment. Registration is not required to attend the meeting in person.

In addition, the meeting will also be teleconferenced pursuant to Government Code Section 54953 from the following location(s):

Commissioner Kevin Wiseman – Palm Desert 71703 Highway 111 Rancho Mirage, CA 92270	
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Each location is accessible to the public, and members of the public may address the Airport Commission at any of the locations listed above. Any person who wishes to provide public testimony in public comments is requested to register for the Public Comments portion of the meeting. You may submit your public comments to the Airport Commission electronically. Material may be emailed to: Tanya.Perez@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.

To view Airport Commission meeting videos, click on [YouTube](#).

City of Palm Springs:		Riverside County: Margaret Park	City of Cathedral City: Christian Samlaska	City of Palm Desert: Kevin Wiseman
Kevin J. Corcoran – Chairman	Todd Burke – Vice Chairman			
Dave Banks	J Craig Fong	City of Indian Wells: Robert Berriman	City of Coachella: Denise Delgado	City of Rancho Mirage: Keith Young
Daniel Caldwell	Ken Hedrick			
Bryan Ebensteiner	Tracy Martin	City of La Quinta: Geoffrey Kiehl	City of Desert Hot Springs: Dirk Voss	City of Indio: Rick Wise
David Feltman	Samantha McDermott			
Palm Springs City Staff				
Scott C. Stiles, ICMA-CM		Harry Barrett Jr., A.A.E.		Jeremy Keating, C.M.
City Manager		Executive Director or Aviation		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 February 19, 2025.

7. INTRODUCTIONS AND PRESENTATIONS:

7.A Jason Hodges - Innovation and Strategic Implementation Administrator

7.B David Hoffman – General Manager - Marshall Retail Group, LLC
(WHSmith)

7.C Danielle LaClair – General Manager – Paradies Lagardère, Inc.

7.D Sharon Sarmiento, PH.D. – Senior Vice President Economics &
Forecasting – Unison Consulting

8. DISCUSSION AND ACTION ITEMS:

8.A Art Curator Update

8.B Lobby Space Update

8.C Economic Impact Study Development Update

8.D Marketing and Business Development Committee Update

8.E Boards and Commissions Special Joint Meeting Update

8.F Marketing Update

8.G Future City Council Actions Update

8.H Financial Update

8.I Employment Update

8.J Projects and Airport Capital Improvement Program Update

9. EXECUTIVE DIRECTOR REPORT

10. COMMISSIONERS REQUESTS AND REPORTS

11. REPORT OF COUNCIL ACTIONS:

11.A Past City Council Actions

12. RECEIVE AND FILE:

12.A Airline Activity Report April 2025

12.B Airline Activity Report Fiscal Year Comparison

13. COMMITTEES:

13.A Future Committee Meetings

13.B Committees Roster

14. ADJOURNMENT:

The Airport Commission will adjourn to the Regular Meeting on June 18, 2025, at 4:00 P.M.

AFFIDAVIT OF POSTING

I, Harry Barrett, Jr., Executive Director of Aviation, City of Palm Springs, California, hereby certify this agenda was posted on May 15, 2025, 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.



palm springs
INTERNATIONAL AIRPORT

AIRPORT COMMISSION

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

Wednesday, February 19, 2025 – 5:30 P.M.

1. CALL TO ORDER:

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

Chairman Corcoran asked Commissioner Young to lead the Pledge of Allegiance.

2. POSTING OF AGENDA: Posted on February 13, 2025.

3. ROLL CALL:

Commissioners Present:

Dave Banks (Palm Springs)	Geoffrey Kiehl (La Quinta)
Robert Berriman (Indian Wells)	Tracy Martin (Palm Springs)
Todd Burke (Palm Springs) – Vice Chairman	Samantha McDermott (Palm Springs)
Daniel Caldwell (Palm Springs)	Margaret Park (Riverside County)
Kevin Corcoran (Palm Springs) - Chairman	Christian Samlaska (Cathedral City)
Bryan Ebensteiner (Palm Springs)	Dirk Voss (Desert Hot Springs)
David Feltman (Palm Springs)	Rick Wise (Indio)
Ken Hedrick (Palm Springs)	Keith Young (Rancho Mirage)

Commissioners Absent: Denise Delgado (Coachella), J Craig Fong (Palm Springs), and Kevin Wiseman (Palm Desert)

Staff Present:

Scott C. Stiles, City Manager

Harry Barrett, Jr., Executive Director of Aviation

Jeremy Keating, Assistant Airport Director

Victoria Carpenter, Airport Administration Manager

Lowell Valencia-Miller, Executive Program Administrator

Jacob Colella, Maintenance Superintendent

Christina Brown, Executive Program Administrator

Harman Singh, Project Manager

Tanya Perez, Administrative Specialist

Tricia Diamond, Innovation and Strategic Implementation Administrator

Jeremy Holm, City Attorney

4. ACCEPTANCE OF AGENDA:

ACTION: Motion to accept the Agenda as presented. **Moved by Commissioner Young, seconded by Commissioner Hedrick, and unanimously approved noting the absence of Commissioners Delgado, Fong, and Wiseman.**

5. PUBLIC COMMENTS:

Former Airport Commissioner Jan Pye provided a public comment to express her farewell and extend her well wishes to the team.

6. APPROVAL OF MINUTES:

ACTION: Motion to approve the minutes of the Airport Commission Meeting of December 18, 2024, **Moved by Commissioner Voss, seconded by Commissioner Hedrick, and unanimously approved noting the absence of Commissioners Delgado, Fong, and Wiseman.**

7. INTRODUCTIONS:

Chairman Corcoran introduced the newest Airport Commissioner Dirk Voss. Commissioner Voss provided a brief overview of his background.

Item 7.A was heard after Item 8.A.

7.A Tricia Diamond – Innovation and Strategic Implementation Administrator

Mr. Barrett gave a brief overview of Ms. Diamond's role with the Airport. Ms. Diamond gave a brief overview of her background.

8. DISCUSSION AND ACTION ITEMS:

8.A Brown Act Review

City Attorney Holm provided a brief refresher on key provisions of the Brown Act, with a more comprehensive training to follow later in the year once the new Airport Commissioners are appointed. Mr. Holm stated that the Brown Act applies to legislative bodies of local agencies, including boards, commissions, and committees created by formal action, such as the Airport Commission. It requires that all meetings be open and accessible to the public, except under specific circumstances permitted by law. A meeting is broadly defined as any gathering of a majority of members to discuss business within the body's jurisdiction, even if no action is taken, making casual or informal discussions potentially subject to Brown Act requirements.

Mr. Holm emphasized the prohibition of serial meetings, which occur when a majority of members develop a consensus outside a public meeting through indirect communications such as emails, intermediaries, or social media. The Airport Commissioners were reminded that engaging in comment threads or using reaction emojis on social media can trigger a Brown Act violation if it involves a majority of the body. Assembly Bill 992, which currently governs social media use, permits public officials to engage with constituents online but prohibits interactions among commissioners themselves. Assembly Bill 992 is set to commence at the end of the year unless extended by new legislation.

Mr. Holm reviewed the public's right to comment during both general public comment periods and on individual agenda items. Mr. Holm also reiterated that no action or discussion may occur on items not listed on the agenda, except in limited cases such as directing staff or requesting future agenda items. Regarding teleconferencing, Mr. Holm noted that while rules were relaxed during the COVID-19 pandemic, the City of Palm Springs has returned to the original Brown Act requirements. Teleconference participants must post the meeting agenda at their location, ensure it is publicly accessible, and be prepared for public attendance. All votes must be conducted by roll call, and a quorum of members must be physically located within the agency's jurisdiction.

Commissioner Wise inquired if this session was intended to serve as a form of final training, which may have prompted the need for a future refresher. Mr. Holm responded that the information presented was a brief overview, and a more comprehensive, formal training course covering the topic in greater detail would be conducted after July 1st, once the new Airport Commissioners were seated.

In addition, Commissioner Wise asked whether the expiration of Assembly Bill 992 would have any impact on the biannual training requirement. Mr. Holm advised that it was separate and would still be required.

Chairman Corcoran sought clarification on whether a Commissioner participating via Zoom is required to publicly disclose their physical location, and he asked if the same requirement applies to elected City Councilmembers, or if different rules govern their participation. Mr. Holm confirmed that the requirement applies to all legislative bodies that are subject to The Brown Act, and he advised exercising caution when engaging in online discussions. Chairman Corcoran asked if Commissioners would be required to post their home address if participating remotely from their residence. Mr. Holm said that Commissioners would be required to post their home addresses.

Chairman Corcoran addressed the Airport Commission, emphasizing that this is a highly sensitive issue. He cautioned that if a Commissioner participates via Zoom from their home, they must be prepared for the possibility that a member of the public could arrive at their residence and expect to be given access to the Commissioner's residence to get access to the meeting, as permitted under the Brown Act. He

acknowledged the intrusive nature of this requirement and the potential impact on personal privacy.

Chairman Corcoran inquired about when the City Public Relations (PR) team posts something and if it is acceptable for Commissioners to like or share posts provided they do not engage in policy discussions or debates. Mr. Holm confirmed that liking or sharing such posts is generally acceptable; however, Mr. Holm cautioned against commenting in a way that could prompt a chain of interactions among Commissioners. He advised that while sharing on personal accounts is fine, Commissioners should avoid intermingling with one another on such posts to remain in compliance with the Brown Act.

Item 8.B was heard after Item 7.A.

8.B Art Policy and Art Curator Update

Executive Program Administrator Brown provided an update on the Airport Art Program Policy and Art Curator recruitment process. It was noted that on December 18, 2024, the Airport Commission voted to recommend to the City Council adoption of the Airport Art Program Policy, which was subsequently approved by City Council on January 23, 2025. The policy includes the formation of an Art Review Working Group composed of the Executive Director of Aviation or designee, two Public Arts Commission Members or alternates, two Airport Commissioners or alternates, and a non-voting Airport Art Curator.

Ms. Brown stated that the Art Review Working Group would be responsible for establishing a selection process and criteria for art installations, as well as addressing term maintenance, conservation, and community engagement related to the airport's art initiatives. Ms. Brown also noted that she had been working with Executive Director of Aviation Barrett, Airport Administration Manager Carpenter, and Chairman Corcoran, to form the Art Review Working Group.

Ms. Brown explained that the scope of work for the contracted Art Curator that had been previously approved by both the Airport Commission and City Council had been submitted to the City's Procurement Department for issuance of a Request for Proposals (RFP). The contract was expected to be awarded by the City Council in July 2025. Ms. Brown said that once the contract is approved and fully executed, Airport staff will schedule the initial Art Review Working Group meeting.

Chairman Corcoran emphasized the significance of the City Council's support and the years-long advocacy to bring more public art to the Airport. Chairman Corcoran encouraged interested Commissioners to contact him if they wish to serve on the Art Review Working Group.

8.C TNC Rate Increase

Executive Program Administrator Valencia-Miller presented the proposed Transportation Network Company (TNC) Operating Permit Agreements and rate increases for Uber Technologies, Inc. (Uber) and Lyft, Inc (Lyft). Mr. Valencia-Miller advised the Commission that the TNC companies currently operate at Palm Springs International Airport under a month-to-month agreement set to expire on April 30, 2025, and the current TNC pickup and drop-off fees have remained unchanged for the past five years. Mr. Valencia-Miller said that staff were proposing to increase the fee to \$4 per pickup and drop-off.

Mr. Valencia-Miller noted that the staff report, included in the agenda packet, contained a comparison of TNC fees at other airports, an analysis of shifting transportation modes, and data on the decline in public parking revenue. Both Uber and Lyft were consulted. Uber had no objections to the proposed fee, and Lyft stated that the \$4 fee aligns with the national average and they considered the rate fair. Both companies inquired about potential amenities for their drivers, referencing other airports such as Phoenix Sky Harbor as an example, particularly in the context of higher fee proposals.

Chairman Corcoran inquired about the amenity provided at Phoenix Sky Harbor Airport, to which Mr. Valencia-Miller responded that it was access to restroom facilities. Chairman Corcoran asked if there was a reason for why the Airport would not allow the TNC operators to use the Airport's restroom facilities and if they would need to park to use restroom facilities. Executive Director of Aviation Barrett confirmed that the drivers would need to park to use the restroom facilities. Airport Administration Manager Carpenter clarified that the request for additional amenities was only raised by the TNC representative if the fee increase would be higher than the proposed \$4 that was being considered.

Vice Chairman Burke clarified that the proposed increase applies only to Uber and Lyft, not taxicabs, which currently pay \$3.25 per trip. Mr. Valencia-Miller stated that Vice Chairman Burke was correct.

Chairman Corcoran asked if the taxicab companies have a restroom facility. Mr. Barrett said that the taxicab companies have access to restroom facilities that are located at their designated staging area, and that Uber and Lyft drivers also have access to these facilities, although their staging area is in a separate location. Chairman Corcoran asked if there were any restrictions to allow Uber and Lyft in the taxicab companies staging areas. Mr. Barrett advised there were no restrictions. Chairman Corcoran suggested reminding the TNC companies of the available amenities so that it could be communicated back to the TNC drivers.

Commissioner Martin asked about the term of the agreement, and Mr. Valencia-Miller stated that the new TNC agreements would remain on a month-to-month basis, with

a maximum term of two years, to provide flexibility during ongoing updates to the Airport Master Plan.

Commissioner Hedrick inquired whether Turo, Inc. (Turo) would also be subject to additional charges. Mr. Barrett stated that Airport staff had executed an agreement within the last year with Turo, and he noted that Ms. Carpenter could provide further details regarding the agreement.

Chairman Corcoran asked what Turo was currently paying. Ms. Carpenter explained that Turo is operating under terms similar to those of what the rental car companies would pay, paying 10% of gross sales. Ms. Carpenter clarified that the phrase “would pay” is used because the rental car company agreements were recently amended to require either a Minimum Annual Guarantee (MAG) or 10% of gross sales, whichever amount is higher.

Commissioner McDermott asked if Signatory Airlines would need to review. Mr. Barrett advised that the Airlines do not need to review. Chairman Corcoran asked if this would need to go to City Council. Mr. Barrett advised that this must go to City Council.

Commissioner Kiehl asked whether there was a logical reason why taxicab companies are charged a different fee structure compared to TNC Companies. Mr. Barrett explained that the Airport staff was approaching the matter systematically and noted that there was an intent to review and evaluate these fee structures in the future. Mr. Barrett also explained that staff was addressing agreements on a case-by-case basis, taking into consideration the specific operations of each vendor.

ACTION: Motion to recommend to the City Council the approval of a TNC rate increase. **Moved by Commissioner Hedrick, seconded by Commissioner Park, and unanimously approved noting the absence of Commissioners Delgado, Fong, and Wiseman.**

8.D Projects and Airport Capital Improvement Program Update

Executive Director of Aviation Barrett introduced the Projects and Airport Capital Improvement Program Update agenda item by stating that staff would present an overview of the full array of capital programs, their priorities, and the resources involved. He explained that in prior years, the Airport typically held a strategic planning meeting with the Commission in December to review upcoming plans for the next one to two years, including budgetary considerations. However, this did not occur in December 2024 due to the strategic visioning session held in August. As a result, the typical review of the capital program and associated budgeting needs was postponed.

Mr. Barrett noted that while several new capital project requests had been made, Airport staff had simultaneously been advancing existing projects in the background. These new project requests are now being integrated into the overall capital program

planning. Mr. Barrett emphasized the importance of providing a transparent overview of the status of projects, the staff's workload, and how funds and resources are being allocated.

Mr. Singh provided a presentation to the Airport Commission and stated that the presentation would offer a high-level overview of all capital projects scheduled for Fiscal Years 2025 through 2027. He noted that of the projects reviewed, 23 had been completed or were considered substantially completed. While some of the projects were still awaiting final payments or closeout documentation, most of the construction or design work had already been carried out.

Mr. Singh highlighted several key projects that had been completed or were nearing completion. Among them was the Taxiway W and A1 Rehabilitation Project, a critical project serving as the Airport's primary taxiway for commercial aircraft. He also noted the successful completion of several important design efforts, including the baggage handling system design, the managed plane parking area design, and the breach gate design. Mr. Singh explained that many of the substantially completed projects represented early-phase work, such as feasibility studies, site analyses, and project definition reports, each serving as a foundational step for full execution in future fiscal years.

For Fiscal Year 2025, Mr. Singh identified several major efforts, including the activation of the Agua Caliente activation space at the Agua Caliente Concourse, which is currently underway; collaboration with the City's Engineering Department on repairs to the hangar outfall that was damaged during the recent hurricane; and the installation of outdoor Wi-Fi to enhance passenger convenience. Additionally, Mr. Singh noted that staff were working on upgrading the Airport Conference Room to better support both remote and in-person hybrid communications.

For Fiscal Year 2026, a total of 15 projects were presented. Mr. Singh explained that projects highlighted in red were identified as priorities, primarily due to cash flow considerations, interdependencies with other projects, and existing grant obligations. Within the slides in this section Mr. Singh noted that the first column lists the project name, while the subsequent columns outlined the associated funding sources. These included FAA funding programs such as the Airport Improvement Program (AIP) and the Zero Emission Vehicle Program, as well as TSA grants and revenue from Customer Facility Charges (CFCs).

In addition, Mr. Singh emphasized that projects numbered 11 through 15, while lower on the immediate execution timeline, they remained an integral part of the Airport's overall capital improvement strategy. He noted that these projects have been carefully aligned with the Airport's Master Plan to prevent cascading delays or domino effects on interrelated infrastructure initiatives.

Mr. Singh reviewed the proposed capital projects for Fiscal Year 2027, noting that eight projects were currently identified for implementation. He provided an overview

of the priorities on the list and explained their strategic significance within the broader capital improvement timeline.

Mr. Singh presented a summary of upcoming projects representing the full scope of work the Airport anticipates executing over the coming years. He noted that the estimated total cost for these future projects was approximately \$123 million, acknowledging that this figure reflects an early estimate and is subject to refinement as planning advances.

Mr. Singh concluded by presenting staff's recommendation that the replacement of the escalators in the Sonny Bono Concourse be initiated in Fiscal Year 2027, citing operational, budgetary, and scheduling considerations.

Mr. Barrett provided a comprehensive overview of the scope and feasibility of the capital improvement schedule, emphasizing that the Airport's project plan was notably aggressive. He indicated that while staff believed it was feasible to complete most projects listed from one through ten, funding all of these projects presented a considerable challenge. Mr. Barrett also noted that the current estimate for locally generated funding was \$16 million annually. However, staff recommended that the figure be around \$8 to \$9 million per year to ensure long-term financial sustainability.

Mr. Barrett explained that project timing was influenced by both funding availability and operational considerations. He noted that many projects were interdependent, with some requiring completion before others could proceed. Additionally, operational factors such as avoiding construction during the Airport's peak season were also considered. He reiterated that staff recommended programming the replacement of the Sonny Bono Concourse escalators in Fiscal Year 2027, with the potential for advancing the project if funding and logistics allowed. However, he cautioned that any acceleration must consider project interdependencies and budget constraints.

Commissioner Hedrick inquired about the overall funding composition for the capital projects, seeking clarification on the portion of funding derived from local revenue versus federal or external sources. Mr. Barrett clarified that the \$16 million referenced in the presentation represented local revenue, while approximately \$33 million was projected from federal grants and other external funding sources, including Measure J and Measure D funds.

Expressing concern over the instability of federal funding, Commissioner Hedrick asked about the contingency plan if expected grants were not received, noting that many infrastructure projects are currently being defunded at the federal level. Mr. Barrett confirmed that the Airport was working on Plan B in coordination with its consultant, Frasca & Associates, LLC (Frasca). He explained that many major capital improvement projects relied heavily on federal funding, particularly discretionary grants, which were most susceptible to reductions. He noted that while annual entitlement funding through the AIP remained relatively stable at \$5.2 million annually, the competitive discretionary funding posed the greatest risk. Additionally, Mr. Barrett

referenced allocations under the Bipartisan Infrastructure Law (BIL), noting they were currently considered protected but could change depending on Congressional budget actions.

Mr. Barrett further stated that the Airport, along with approximately 3,300 other airports nationwide, was actively lobbying Congress to safeguard discretionary federal funding. He emphasized that while entitlement funding was more stable, discretionary funding, particularly for infrastructure projects, remained at risk. He added that if federal funds were significantly reduced or eliminated, the Airport might need to reduce project scopes, identify alternative funding sources, or adjust rate structures to close funding gaps.

Commissioner McDermott inquired whether staff was considering strategies to achieve economies of scale, such as bundling procurement of materials or services across projects with overlapping timelines. She suggested that such strategies could help reduce the gap between the \$16 million in local expenditures and the Airport's target of \$8 to \$9 million per year. Mr. Barrett confirmed that the approach was already integrated into project planning and that staff continuously reviewed project interdependence to optimize resource use and minimize duplication.

Mr. Barrett confirmed that this strategy was indeed part of the Airport's project planning approach. He explained that staff continuously review project interdependence and evaluate how individual initiatives affect the broader facility. Where possible, synergies are built into the planning process to optimize resource use, minimize duplication, and streamline processes. Commissioner McDermott asked if this information had been incorporated. Mr. Barrett confirmed that these synergies are indeed built into the project planning and budgeting strategy.

Commissioner Voss inquired whether the list of proposed capital projects was prioritized based on internal assessments or strategic considerations, such as the likelihood of securing federal funding. Mr. Barrett responded that prioritization was based on several factors, including internal operational needs, alignment with airline and federal agency interests, timing and sequencing requirements, and funding eligibility. He highlighted that projects like the baggage handling system were high priority not only for the Airport but also for regional airlines and federal stakeholders.

Commissioner McDermott asked if Public-Private Partnership (P3) opportunities had been further explored. Mr. Barrett confirmed that no additional work had been taken on in that area, but the concept remained under consideration. He added that further discussions with staff, the Commission, and City Council would be necessary before pursuing that path.

Commissioner Berriman inquired about the status of the elevator replacement. Assistant Airport Director Keating confirmed that the elevator equipment had been procured and that installation would occur once the parts arrived, likely during the slower summer season.

Commissioner Samlaska asked whether the projects would undergo a formal RFP process or if alternative procurement methods were being considered. Mr. Barrett stated that most projects would require a formal RFP process. However, where appropriate, staff would leverage cooperative agreements and pre-established contracts to expedite procurement. Additionally, Mr. Barrett noted that approval from the Airlines would be necessary under the Airline Rates and Charges Agreement, with discussions scheduled for mid-March.

Commissioner Hedrick recommended that staff consider implementing a Commercial Paper (CP) Program to increase financial flexibility for advancing capital projects. Commissioner Hedrick noted that many projects require proof of available funding before bidding can occur, and a CP Program would allow the Airport to borrow as needed and demonstrate financial readiness up front. The suggestion included working with the Airport's financial consultant, Frasca, to explore viable options and potential banking partners willing to support such a program.

Mr. Barrett confirmed that staff had been in discussions with Frasca, who had identified several mechanisms that could be utilized moving forward. He noted that the exploration of such financial tools was part of the broader financial strategy.

Chairman Corcoran expressed concern that many projects with a direct and visible impact on customer service and passenger experience appeared to be deprioritized in the current capital improvement schedule. Chairman Corcoran referenced restrooms, power upgrades, and other core amenities that significantly affect the passenger experience. He questioned whether the \$10 million allocated for land acquisition, while potentially time-sensitive, could be deferred in favor of projects with more immediate and tangible customer benefits.

Chairman Corcoran emphasized that enhancements to areas such as the Federal Inspection Station (FIS), restrooms, and public-facing facilities would likely be more noticeable and meaningful to travelers, he acknowledged the importance of infrastructure projects like runway rehabilitation, and he encouraged staff to consider applying a customer experience filter when prioritizing future capital investments. Noting that several key improvements, including baggage handling, escalators, and restrooms, were not slated for completion until Fiscal Year 2027, Chairman Corcoran asked whether more could be done to rebalance priorities in a way that would deliver visible improvements to the passenger experience sooner.

Commissioner Hedrick reiterated that a CP Program could provide the Airport with the flexibility needed to accelerate certain capital projects while still navigating complex funding timelines. He noted that although some projects may not yet have full funding in place, initiating construction now could help mitigate future cost increases, especially for land acquisition, where market values are expected to continue rising. Delaying such purchases, he cautioned, could result in 5% to 8% cost escalations due to increasing demand and limited availability.

Commissioner Hedrick explained that several other airports, some larger, some comparable, have successfully used CP Programs to maintain momentum on capital improvements. He encouraged staff and fellow Commissioners to view the CP model as a practical financial tool that enables faster progress, particularly when projects are stalled due to pending budget approvals or federal funding allocations.

Chairman Corcoran asked Commissioner Hedrick to provide some context as to what the CP program is. To ensure broader understanding, Commissioner Hedrick briefly described how a CP Program works, noting the Airport would receive a line of credit, typically backed by a financial institution, and could issue short-term notes to fund project phases. These notes are rolled over as needed until longer-term funding becomes available, allowing the Airport to secure contracts and begin work without waiting for full appropriations.

Mr. Barrett added context to the project prioritization process, noting that beyond financial consideration, a number of capital projects were driven by regulatory requirements. Specifically, projects related to safety and capacity are often mandated by federal agencies such as the Federal Aviation Administration (FAA) and the General Services Administration (GSA). These mandates necessitate certain upgrades or compliance measures that must be addressed within specified timeframes, which is why those projects are often prioritized in the Airport's capital program.

Mr. Barrett explained that the prioritization hierarchy reflects the need to address safety and regulatory compliance first, which is why some customer experience-focused projects have been deferred. He acknowledged that while these amenities are important, they often take a secondary role to federally mandated infrastructure improvements. Mr. Barrett further noted that the current capital program was being planned within the constraints of the upcoming two fiscal years. However, when looking ahead to 2028, 2029, and 2030, the Airport was facing a substantial pipeline of additional major projects. This long-term planning horizon significantly impacts how current resources are allocated and can make the overall funding landscape feel overwhelming. Balancing immediate needs, regulatory mandates, and the long-term capital vision presents a complex challenge.

Commissioner Park expressed support for the staff's recommendations, stating that it was evident staff had thoroughly analyzed the projects and identified the most strategic path forward. Commissioner Park acknowledged the age of the facility and commented that virtually any investment would contribute to meaningful improvement. Commissioner Park noted that distinguishing projects strictly as customer experience or otherwise can be somewhat arbitrary, as all improvements ultimately benefit the public. She commended staff for approaching this in a manner that builds efficiency and alignment, ensuring each project supports or connects to others in the broader infrastructure strategy.

Commissioner Ebensteiner recommended that future capital project summaries clearly identify which projects are driven by regulatory mandates or safety requirements, and which are customer service related. He explained that distinguishing between these categories would help the Commissioners and the public better understand the reasoning behind certain prioritizations, particularly as the Airport balances its budget. Mr. Barrett acknowledged the recommendation.

Commissioner Berriman remarked that, overall, passengers love the Airport, and that this goodwill presents an opportunity for effective public communication. Recognizing that many customer experience enhancements are scheduled for later years, such as Fiscal Year 2027, he suggested using social media to buy time by proactively sharing updates about what is planned.

In response, Mr. Barrett acknowledged the value of using social media and community outreach to highlight upcoming customer experience improvements. He confirmed that some communication efforts were already underway, noting that Marketing currently manages aspects of the Airport's social media presence, and updates are provided through various channels. However, Mr. Barrett cautioned against publicizing future improvements too far in advance without confirmed timelines or funding, as doing so could create unrealistic expectations.

Commissioner McDermott added that the Marketing and Business Development Committee (Marketing Committee) is actively working on communicating customer experience initiatives, and that additional updates would be provided during the Marketing Committee report later in the meeting.

Chairman Corcoran inquired whether the main terminal flooring replacement project, based on the most recent analysis, was now scheduled for Fiscal Year 2027. Mr. Barrett confirmed that the project was being deferred to Fiscal Year 2027, noting that the timeline remained subject to upcoming discussions with the airlines, which may impact its funding viability and execution.

Chairman Corcoran asked for clarification regarding the shift in funding sources. Specifically, why the project moved from being funded through Measure J funds to being categorized as an Airport revenue-funded project. Mr. Barrett responded that he could not recall the exact reason for the change at that moment. Ms. Carpenter requested clarification on which specific project was being referenced and asked Chairman Corcoran to repeat his question. Chairman Corcoran reiterated that he was referring to the Main Terminal Flooring Replacement Project.

Assistant Airport Director Keating clarified that the original Measure J funding allocation for the Main Terminal Flooring Project was \$400,000. However, after further analysis, it became evident that the cost to fully replace the flooring with terrazzo would be significantly higher and was estimated between \$4 million and \$5 million. Due to this substantial funding gap, the project could not be completed using Measure J funds alone. Mr. Keating explained that rather than allocating an insufficient amount

toward a project that could not be completed in full, the decision was made to preserve \$1 million in Measure J funds for the Shade Structure Project, which had a clearer scope and funding path. As a result, the flooring project would need to rely on other funding sources, and the remaining Measure J funding was no longer designated for that purpose.

Chairman Corcoran sought clarification by asking whether the Measure J funds previously discussed were no longer being used for the Main Terminal Flooring Replacement project and instead redirected to the Shade Structure Project. Mr. Keating clarified that while the remaining \$400,000 in Measure J funds was still technically allocated to the Main Terminal Flooring Project, it was not sufficient to cover the revised project scope involving full terrazzo installation. The Shade Structure Project was moving forward separately with Gensler engaged to evaluate historical design considerations which would come back to the Airport Commission at some point.

Chairman Corcoran asked if the Airport had a bad budget. Mr. Keating elaborated that the initial Measure J funding allocation was based on a different scope, specifically replacing the center terminal carpet. However, as discussions progressed, the project evolved into a more substantial terminal flooring upgrade using terrazzo, which significantly increased the estimated cost. He acknowledged that this scope change was not part of the original plan and contributed to the budget shortfall now affecting the project timeline.

Chairman Corcoran asked whether a clear, updated prioritization of the Measure J funding allocations existed, especially in light of the shift in project scopes and competing capital needs. Mr. Keating stated that perhaps the Airport staff needed to re-engage that discussion. Mr. Barrett acknowledged that the staff had previously engaged in extensive discussions with the Airport Commission surrounding the allocation of Measure J funds and it had been ultimately decided to pause further reallocation. Mr. Barrett stated that, at the time, the Commission agreed to leave the Measure J funding designations as they stood and instead shift focus to projects funded through Airport revenues and grant sources.

Chairman Corcoran expressed concern over the time and effort the Airport Commission and staff had invested in discussing and prioritizing of the Measure J funding allocations, only to see those projects repeatedly delayed or changed. Chairman Corcoran emphasized that extensive deliberation had taken place over several meetings to determine the best use of the funds, including efforts to secure City Council approval. Chairman Corcoran added that despite these efforts, such as when funds were directed toward shade structures and then shifted to flooring, the projects had not progressed as planned. Referring to delays like the two-year effort to install the water fountains. Chairman Corcoran questioned the consistency and follow-through on Commission recommendations. He urged the group to commit to the decisions made through these collaborative processes to avoid undermining the work already completed.

Mr. Barrett clarified that the Airport was still actively pursuing Measure J funded projects. He confirmed that the terrazzo flooring design had already been completed. However, he explained that the challenge lied in identifying how to cover the remaining costs due to the reallocation of funds. Mr. Barrett emphasized that Airport revenues cannot simply be redirected to these projects, as those funds are already committed to a range of technically complex capital improvements. Chairman Corcoran expressed concern about the lack of clarity surrounding the allocation and use of the Measure J funds. He noted that \$400,000 had been allotted to a flooring project that was now deferred to Fiscal Year 2027, raising questions about whether those funds could be better used in the interim for customer-focused improvements, such as bathroom renovations, which had also been previously discussed. He further questioned how long it takes to design restroom upgrades and emphasized that if Measure J funds remains undeployed, the Commission should have the opportunity to reassess and reallocate those funds toward high-impact, near-term projects that enhance customer experience.

Chairman Corcoran pointed out the inconsistencies in how funding decisions are communicated and highlighted and the need for transparency, particularly since the Commission had previously invested significant time and effort in gaining City Council support for certain Measure J funding allocations. He suggested that if priorities shift, such as deferring the escalator replacement to 2027, Measure J funding might be redirected to fund the escalators instead. In addition, Chairman Corcoran stated that the Airport Commission must remain actively involved in funding decisions, especially when those decisions change after formal recommendations have been made.

Mr. Barrett stated that there had been no change to the Measure J funding allocations since the last Commission decision. It was affirmed that the allocations currently in place reflect the Commission's formal action taken during the January 15, 2025 Airport Commission meeting. Ms. Carpenter referenced the January 15, 2025 meeting minutes that were included in the current agenda packet, which documented the Commission's motion to proceed with the design of the Shade Structure Project. That motion also included a recommendation to present the design to the Palm Springs Historic Site Preservation Board and the Planning Commission for necessary approvals.

Additionally, Ms. Carpenter confirmed that the remaining Measure J and Measure D funds were directed toward the Federal Inspection Station (FIS) infrastructure project, as per the Commission's recommendation. Chairman Corcoran inquired which fiscal year the funds allocated were tied to. Mr. Keating noted that the design costs and protentional construction were in Fiscal Year 2026. Chairman Corcoran stated the cost for the design was budgeted at \$750,000.

Commissioner Hedrick reiterated that implementing a CP Program would significantly aid in advancing many of the discussed capital improvement projects. He emphasized that such a program would allow the Airport to move projects forward with greater flexibility and responsiveness.

Commissioner Voss suggested that the staff consider developing a simple, periodically updated summary, such as an excel-based info sheet detailing the status of all Measure J funded projects. Commissioner Voss added that perhaps the update should be provided quarterly to provide transparency and help minimize prolonged discussions during meetings by giving the Commissioners a quick reference to project funding allocations, status, and timelines. He noted that having access to such a document would have preempted the lengthy discussion on Measure J funding. Mr. Barrett acknowledged that this would be implemented moving forward.

Chairman Corcoran asked if the Airport has the staffing capacity to execute the proposed capital projects. Mr. Barrett acknowledged that the current staffing levels were not sufficient. Chairman Corcoran asked whether a reallocation of staffing resources would be necessary to ensure the Airport has the capacity to execute the capital projects within the projected timelines. Mr. Barrett responded affirmatively, stating that he and the City Manager had been actively working on staffing adjustments and had identified key priorities for the upcoming fiscal year. Mr. Barrett indicated that addressing staffing needs was a critical part of the broader effort to ensure successful delivery of the planned projects.

Chairman Corcoran asked what the Airport was seeking from the Airport Commission tonight. Mr. Barrett responded that the primary request was for feedback, specifically regarding whether the Commission wanted to reprioritize the Sonny Bono Concourse Escalator Replacement Project by moving it forward in the schedule of capital programming. If the Commission supported advancing the escalators to an earlier fiscal year, staff was requesting direction on which of the current projects listed as priorities, particularly those numbered 11 through 15, should be delayed or moved to a later year to accommodate that change.

Commissioner Berriman asked about the condition of the escalators and stated he had heard there may be safety issues. Mr. Barrett clarified that there were no safety concerns, there is a significant noise issue. Mr. Barrett also invited the Airport Maintenance Superintendent Colella to provide a technical update based on recent findings.

Mr. Colella explained that the situation was more complex than originally anticipated. Recent meetings revealed that the design of the escalator wells and the entry corner area of the Sonny Bono Concourse presents significant complications for a full-scale escalator replacement. The \$1.5 million previously estimated for this project would only cover a hybrid solution, similar to what had been done in the past, rather than a complete replacement.

Mr. Colella further explained that a true, full replacement would require extensive structural redesign and reconstruction of the escalator wells, parts of the Sonny Bono Concourse, and the adjacent courtyard. These changes would significantly impact Airport operations during construction and increase the total cost of the project to somewhere between \$3 million to \$4 million.

City Manager Stiles took a moment to provide additional context related to earlier discussions on the uncertainty surrounding federal funding. He shared that this concern was widespread among municipalities, and city leaders across the country were closely monitoring how shifting federal priorities may impact local capital improvement efforts. Mr. Stiles informed the Commission that earlier in the week, he, along with the Mayor, Mayor Pro Tem, and other City staff, met with Congressman Ken Calvert, the district's representative and a ranking member with significant influence over federal appropriations related to defense and water infrastructure. During their meeting, they emphasized the importance of continued federal investment in the Airport, which they identified as a critical asset. The baggage handling system and other infrastructure needs were at the forefront of that conversation.

Mr. Stiles noted that Congressman Calvert recognized the strategic importance of the Airport, especially given its proximity to the Marine Corps base and its ongoing use by military aircraft. He suggested that the Airport might improve its chances of securing federal funding by framing some of its projects around national defense preparedness and related priorities. Mr. Stiles also noted that this was a constructive and forward-looking conversation and affirmed that federal support for the Airport was the number one item discussed during their meeting. He concluded by assuring the Commission that City leadership would be vigilant in tracking developments in Washington, D.C., and were committed to leveraging strategic partnerships and advocacy efforts to protect and pursue available federal resources for the Airport.

Commissioner Voss acknowledged Mr. Stiles productive discussion praising the focus on regional support, including partnerships that benefit both the Airport and surrounding agencies referencing Cal Fire. Commissioner Voss asked whether the group was now expected to consider a formal alternative for the capital projects, specifically, whether the Commission should consider moving the Sonny Bono Concourse escalator replacement project higher in priority.

Commissioner Martin expressed concern over the potential implications of increased military use at the Airport. He emphasized the importance of preserving the community's quality of life and urged caution in how discussions around federal funding and military partnerships are framed. His concern centered on the possibility that seeking defense-related funding could inadvertently lead to more military activity at the Airport, which could raise noise and community impact issues.

Mr. Stiles clarified that the recent discussion with Congressman Calvert was not about increasing military aircraft operations. Instead, the conversation acknowledged the Airport's existing limited use by military personnel, particularly the Marines traveling via commercial airlines, and explored ways to align federal funding requests with national defense priorities. Mr. Stiles emphasized that any support sought would be intended to maintain or modestly support current activity levels, not to expand them.

Commissioner Berriman stated that there may not be an increase in military aircraft activity. However, he expressed appreciation for the support currently provided to the Marine Corps through existing partnerships with commercial airlines.

Commissioner Young requested clarification on the escalator replacement cost. Mr. Barrett advised that while the equipment alone is estimated at approximately \$1.5 million, the full project cost is significantly higher. Commissioner Young asked if this project moved up then additional projects would need to move down the list. Mr. Barrett said that's correct and that if staff moved the escalator replacement project up then staff would need to move \$3 to \$4 million dollars of projects down the list.

Commissioner Caldwell commented that the Airport knows that the escalator is safe and that it is just noisy. Mr. Barrett confirmed that's correct. Chairman Corcoran added that the escalators were also down a lot which is the bigger issue. Mr. Keating explained that the downtime was due to passengers accidentally triggering the safety sensors, often by bumping them or due to slip-and-fall incidents. These situations require the escalator to be shut down until a state certified inspector can assess and reset the system, which can take several days. Although there have been a few mechanical issues, such as a loose rail or parts needing replacement, those cases are rare. The primary issue remains sensor-related shutdowns, which are more common than most would expect.

Mr. Colella then explained that most commercial escalators, including the ones at the Airport, have sensitive safety sensors, especially at the entry points near the service areas. These sensors are designed to stop the escalator immediately if triggered, such as when luggage, carts, or passengers come into contact with them. In these cases, the escalator cannot simply be restarted by staff; a certified state technician must inspect and reset the system, which accounts for approximately 90% of the shutdowns experienced. Mr. Colella cited a recent incident in which a passenger placed luggage on the escalator, causing a shutdown that required intervention from the State Department of Industrial Relations. Unfortunately, because the incident occurred late on a Friday, the escalator remained out of service until the following Monday when inspectors were available.

Vice Chairman Burke asked given the frequency of these shutdowns whether there were any considerations on the possibility of having an in-house employee obtain state certification to perform escalator resets. Mr. Colella stated this option was being explored, and he noted that the certification process was rigorous and not easily attainable. Mr. Colella added that state certified technicians were in high demand, and the private sector often offers significantly higher compensation, posing challenges for retention within government roles.

Commissioner Martin suggested asked if there was an opportunity to monitor the escalator, particularly during peak travel periods. Mr. Barrett confirmed that although Navigators have not previously been used in this capacity, training them to assist with

safety awareness and passenger guidance could be a viable option and that it would be considered.

Commissioner Voss provided a recommendation to shift funding by deferring the Terminal Restroom Design Project and one of the three electric bus procurements. This reallocation, estimated at approximately \$3.5 million, would match the escalator replacement need while still allowing for two electric buses to move forward. Mr. Voss requested clarification regarding the restrooms, specifically whether they were being upgraded. Mr. Barrett confirmed that the restrooms were being upgraded to improve their aesthetics and to address capacity issues, noting that during peak times, wait times can reach up to 10 minutes.

Mr. Keating provided additional information, stating that the lead time for procuring brand new escalators would be approximately one year, particularly due to the complexity of the associated work. As a result, the project was anticipated to fall within Fiscal Year 2027. Mr. Keating emphasized that replacing the escalators during the busy travel season would not be feasible, making July or August the ideal time for implementation. Commissioner Voss asked if the funding for the escalator replacement were to be prioritized now, it would ensure readiness by Fiscal Year 2027, and if this was the Airport's intent. Mr. Keating said yes. Commissioner Voss restated his recommendation to defer the restroom improvements and one of the electric bus acquisitions to Fiscal Year 2027 to shift the escalator replacement in the capital plan.

Commissioner Ebensteiner asked for clarification and confirmation that due to the extended lead time, the escalator replacement would not occur until Fiscal Year 2027. Mr. Colella confirmed that due to the lead time, the escalator replacement would not be completed until Fiscal Year 2027. Even under the most expedited timeline, such as proceeding with a cooperative procurement contract, the process would still take considerable time. This includes executing the contract, completing the necessary design work, and ordering the equipment, which alone has a lead time of approximately 45 to 50 weeks. Mr. Colella added that a full replacement with a redesigned unit would need to be pursued, which is estimated to be an additional three to three and a half months for construction, depending on the scope.

Commissioner Ebensteiner expressed concern about the prioritization of projects. He questioned why the restroom improvements were being deferred to Fiscal Year 2027, allowing for a potential rescheduling of the escalator replacement to Fiscal Year 2026, when the escalator project cannot occur until Fiscal Year 2027. Commissioner Voss stated that if staff goes with what was being proposed, the Airport Commission would be moving the escalator project to Fiscal Year 2029. Mr. Barrett advised that the escalator project would begin in Fiscal Year 2027, as funding must be identified before a contract can be issued. He added that the current proposal aims to ensure the escalator project does not face additional delays.

Commissioner Martin recalled hearing that even with the new escalators, the same issue will arise regarding the sensor kickoff problem. He questioned the justification for the \$4.5 million expenditure if it would not resolve the core problem, stating that it would not make sense to invest such a significant amount only to face the same operational challenges. Commissioner Hedrick noted alternative design solutions, referencing examples from airports such as Amsterdam, where a separate chute was provided for luggage, reducing interference with the escalator mechanisms.

Mr. Colella noted that other design considerations could be explored as part of the escalator replacement project, such as increasing the width of the escalators. This could potentially improve passenger flow and reduce congestion, especially given the ongoing increase in flight activity and overall passenger numbers. Commissioner Martin asked if that cost would be incorporated into the \$1.5 million dollar budget or the \$4.5 million dollar budget. Mr. Colella stated it would be in the \$4.5 million dollar budget. Mr. Colella confirmed that enhancements such as widening the escalators could be considered as part of the replacement project. This could help alleviate congestion and better accommodate increasing passenger volumes, especially as flight activity continues to grow. He added that the existing escalators were likely original units, and only minimally modified over the years.

Chairman Corcoran inquired whether there was additional funding opportunities available to potentially accelerate some of these capital projects. He also requested an update on the Measure J funding, including how much has been allocated and what remains available. In addition, he suggested that if any of the proposed projects could be supported by Measure J funds, this might help expedite implementation. Chairman Corcoran also requested to receive quarterly updates on capital improvement priorities to monitor how they may shift over time. Mr. Barrett agreed and noted that discussions on this topic had recently taken place with Project Manager Harman who would be providing the updates.

Chairman Corcoran noted the staffing limitations that could be a constraint to project execution, and he voiced the Airport Commission's support for City Council and executive leadership to secure additional staffing, expediting hiring through Human Resources, and ensuring the necessary resources are in place to carry out the work. Chairman Corcoran concluded by emphasizing the shared desire to see accelerated progress, noting that while the Commission understands the complexity of the task's ahead, continued momentum is important. Mr. Barrett said that staff would move as fast as the government would allow.

8.E Marketing and Business Development Committee Update

Commissioner McDermott presented a brief overview of the February 19, 2025, Marketing and Business Development Committee meeting.

8.F Financial Update

Airport Administration Manager Carpenter stated that the financial update was included in the agenda packet.

8.G Airport Commission Meeting Start Time

Chairman Corcoran initiated a discussion regarding the potential amendment of the Airport Commission meeting start time, noting that the City Council had granted City Boards and Commissions permission to adjust meeting start times. The Airport Commission held a brief discussion on past meeting times, which had included 8:00 a.m., 11:30 a.m., and the current 5:30 p.m. start times. To gauge the Airport Commission's preference, Chairman Corcoran asked the Airport Commission members for their general impressions of the three previously used start times. Some expressed challenges with early morning meetings due to other obligations, while others voiced concerns about the late 5:30 p.m. start time, particularly in consideration of staff. It was noted that the current schedule results in particularly long days for staff, with meetings beginning at the end of their workday.

Commissioner Martin suggested that an earlier afternoon start time around 4:00 p.m. might offer a reasonable compromise between staff needs and the availability of the Commissioners. After further deliberations it was determined to amend the Airport Commission meeting start time from 5:30 p.m. to 4:00 p.m. Chairman Corcoran noted that the Airport Commission could revisit the effectiveness of the new meeting time at a future date, if needed.

ACTION: Motion to change the Airport Commission meeting start time to 4:00 P.M. **Moved by Commissioner Martin, seconded by Commissioner McDermott, and unanimously approved noting the absence of Commissioners Feltman, Delgado, Fong, and Wiseman.**

8.H Employment Update

Chairman Corcoran asked if there were any positions that staff was looking to fill short term. Executive Director of Aviation Barrett provided a brief update on key vacancies. Mr. Barrett stated that the Deputy Director of Capital Development position remained open and now has five candidates under review. The Safety Management Systems (SMS) Manager position had been reopened for a third time after two declined offers. The Climate Action and Sustainability Specialist role was being recruited jointly with the City's Sustainability Department, with interviews planned.

Chairman Corcoran asked whether the candidates who declined the SMS Manager position had provided reasons for their decisions. Mr. Barrett responded that the first offer was declined due to salary, and the second offer was declined due to both salary concerns and the absence of relocation assistance. Chairman Corcoran then asked if this position should be reevaluated, to which Mr. Barrett confirmed that both positions were currently being reevaluated.

Commissioner Kiehl asked if there were any positions that could be contracted out. Mr. Barrett noted that while some roles may be supported by consultants, positions like SMS Manager are required by the FAA and having a dedicated in-house Deputy Director of Capital Development would be a benefit to staff due to the specialized and operationally integrated nature.

9. EXECUTIVE DIRECTOR REPORT

Executive Director of Aviation Barrett stated that the Executive Director Report was included in the agenda packet.

10. COMMISSIONERS REQUESTS AND REPORTS:

Chairman Corcoran expressed appreciation for the progress made in recent years and emphasized the Airport Commission's shared commitment to maintaining momentum on Airport improvements. He said that positive feedback continues to be received, particularly regarding concessions. While comments during the meeting may have sounded critical, they were intended to support forward progress and help keep priorities aligned and transparent for the public. Chairman Corcoran thanked staff for their continued efforts.

11. REPORT OF COUNCIL ACTIONS:

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

12. RECEIVE AND FILE:

- 12.A Airline Activity Report January 2025
- 12.B Airline Activity Report Fiscal Year Comparison

13. COMMITTEES:

- 13.A Future Committee Meetings
- 13.B Committee's Roster

ADJOURNMENT:

The Airport Commission adjourned at 7:12 P.M. to a Regular Meeting on March 19, 2025, at 4:00 P.M.

Tanya Perez
Interim Executive Administrative Assistant

Save the Date

*for a
Special Joint Meeting
of the*

*Palm Springs
City Council*

and the

*Boards, Commissions,
& Committees*

Tuesday, June 17, 2025

5PM – Appreciation Dinner

6PM – Special Meeting

*Palm Springs Convention Center – Primrose Room
277 N Avenida Caballeros*

RSVP



HERE

RSVP Deadline: June 8, 2025

Marketing Update

May 2025



April Passengers

Total Passengers: 406,506

- 6.3% gain over 2024
- Record month

4TH monthly record of 2025

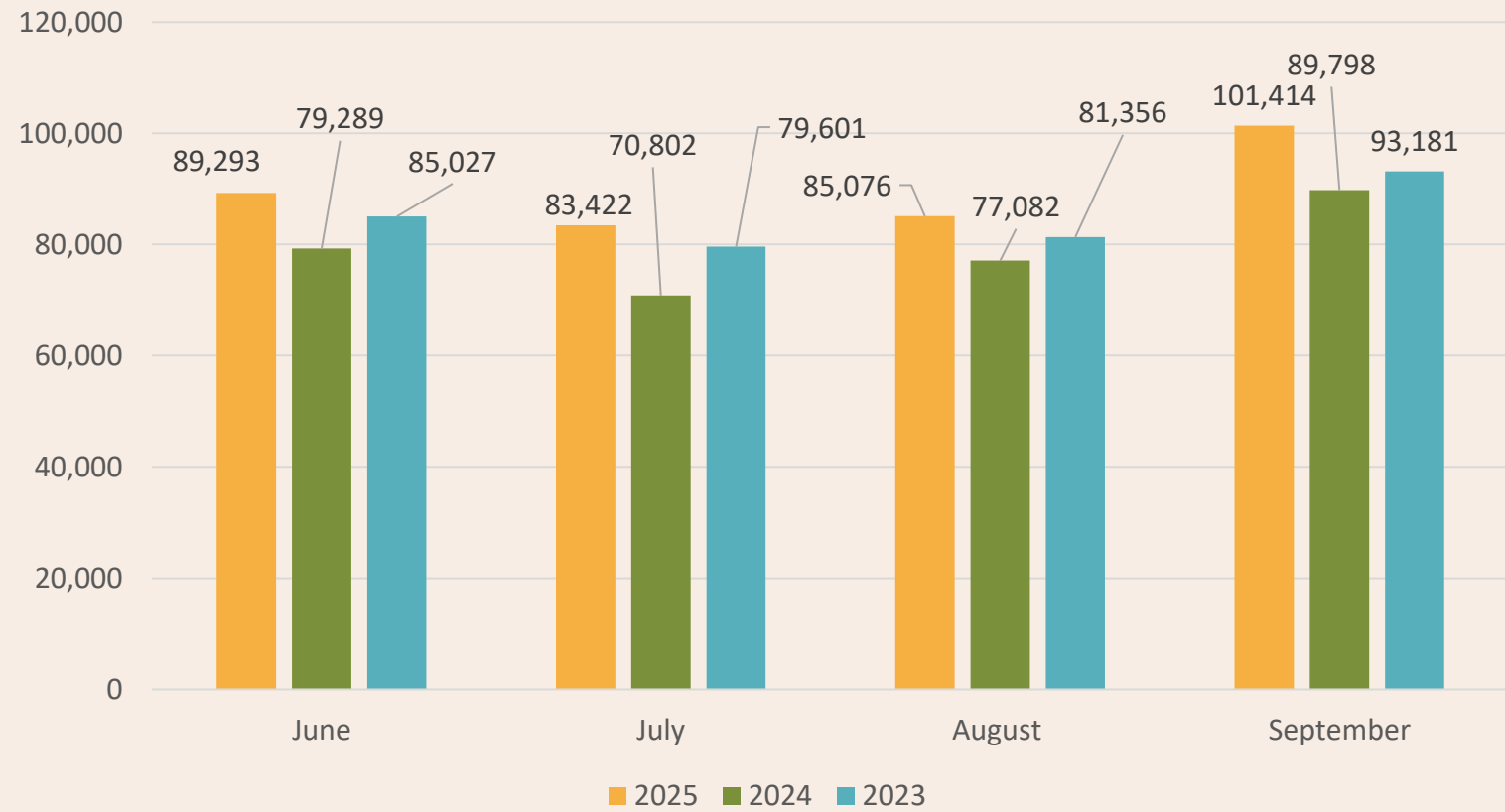


Scheduled Departing Seats

Based on 5/19/25 schedule data, subject to change.

Seats vs. 1 Year Ago

Month	% Change
June	12.6 %
July	17.8 %
August	10.4 %
September	12.9 %



Bar Graph: Left to right: 2025, 2024, 2023

Air Service Update

Delta announces seasonal Saturday service to AUS

- First flight: November 8, 2025
- Season end: April 25, 2026

Delta expands JFK season

- Seasonal JFK to return on November 8, 2025
- Last season began December 20, 2024

Arriving Canadian Seats 2025 vs. 2024

Month	% Change	Seat Count Change
June	8.7 %	+324
July	-27.8 %	-924
August	-10.4 %	-354
September	8.7 %	+471

Based on 5/19/25 schedule data, subject to change.

Volunteer Navigator Appreciation

Annual Appreciation Luncheon at the Agua Caliente Cultural Museum

- Mayor deHarte welcomed, thanked, and presented certificates for 5 and 10 years of service
- Educational tour provide by museum staff





Cactus to Clouds Name Origin Story

A Name That Soars

Where Desert Meets Sky

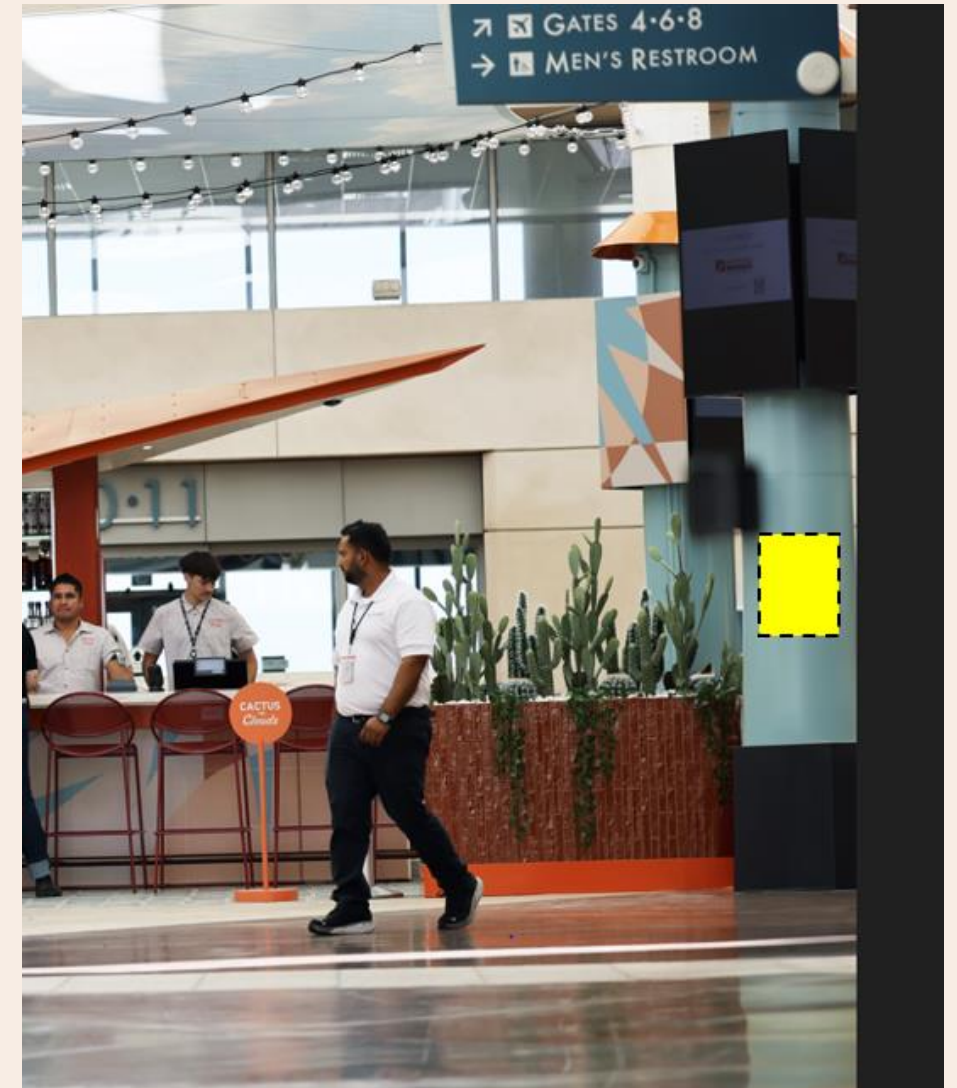
Cactus to Clouds is named after one of Palm Springs' most legendary hikes, a 22-mile route that climbs from behind the Palm Springs Art Museum all the way to the summit of Mount San Jacinto. With more than 10,000 feet of elevation gain, it's known for its dramatic landscapes, steep switchbacks, and a well-earned tram ride down.

A Trail Unlike Any Other

The hike passes through four distinct life zones, starting with desert cactus and creosote and ending in alpine forests and cool mountain air. It's a journey that captures the striking contrasts and rich biodiversity that define this part of California.

A Taste of the Region

Cactus to Clouds is part of PSP's effort to make airport concessions reflect the vibrant character of the Coachella Valley. Along with other new dining and retail concepts, we're bringing local flavor, personality, and a deeper sense of place to PSP.



Customer Experience Program Plan Development

- PSM² has completed interviews and surveys
- Over 650 participants, majority were year-round Coachella Valley residents
- Work has begun on drafting our CX Program Plan
- Expected to be completed by end of July

Roadway Banners

- Remainder of replacement banners installed

FUTURE CITY COUNCIL ACTIONS

Airport Commission Meeting of May 21, 2025

May 28, 2025

- No Items Submitted

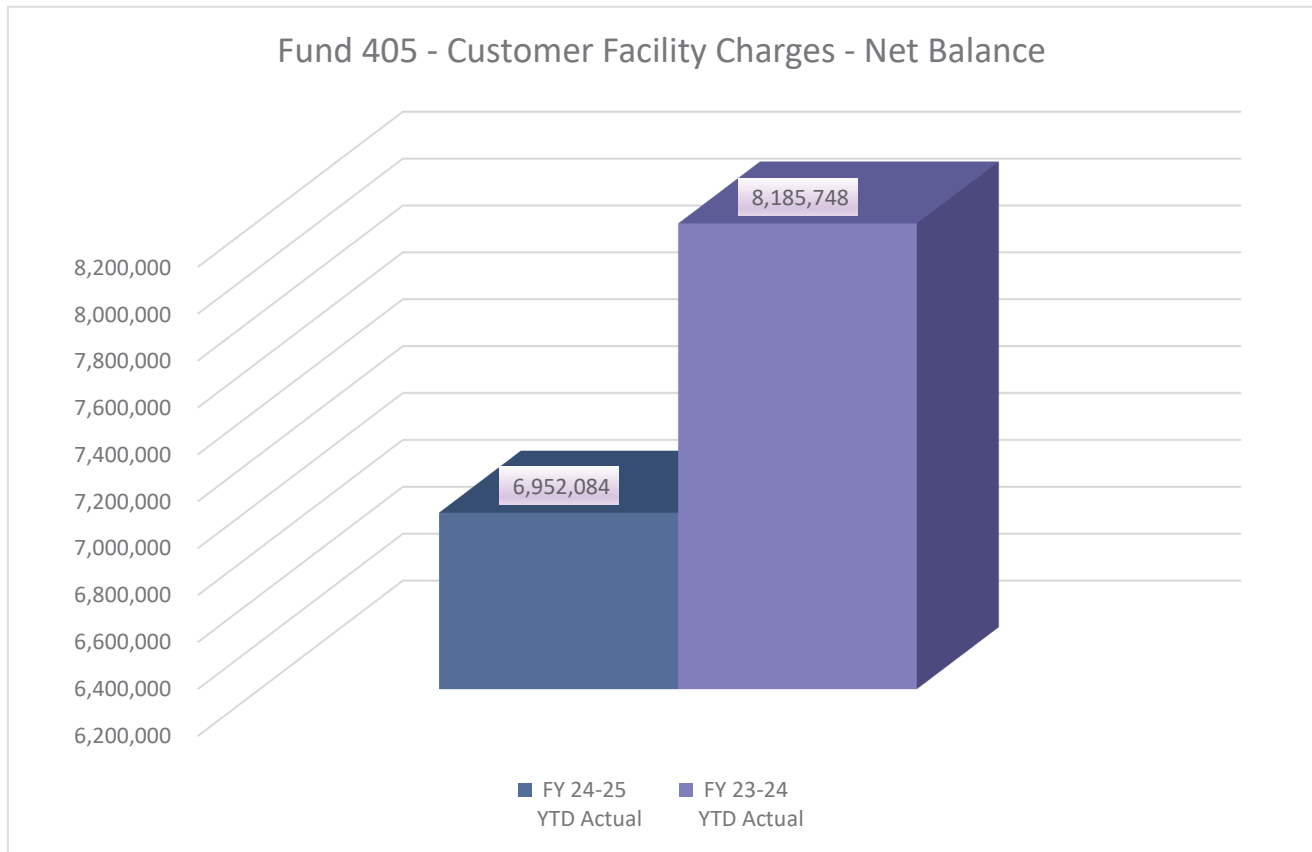
June 11, 2025

- SCE Easement for Electric Vehicle Charging Stations
- Car Rental Concession Agreements – Amendment No. 8 to the Airport Rental Concession Agreements and Amendment No. 9 for Avis Budget to adjust certain fixed rent charges, and define the months of gross revenues used to calculate the Minimum Annual Guarantee (MAG):
 - Avis/Budget Car Rental, LLC (Amendment No. 9)
 - The Hertz Corporation (Amendment No. 8)
 - Enterprise Rent-A-Car, LLC dba Alamo Rent a Car / National Car Rental (Amendment No. 8)
 - Enterprise Rent-A-Car Company of Los Angeles (Amendment No. 8)
 - DTG Operations, Inc. dba Dollar Rent a Car /Thrifty Car Rental (Amendment No. 8)
- Marshall Retail Group, LLC (WHSmith) – Concession Amendment No. 1 to Add Pink Door and Duty Free
- United Service Organization, Inc. (USO) – Non-Exclusive Operating and Lease Agreement for Hangar and Office Space
- Notice of Completion Taxiway Rehab
- Push Media, Inc. dba Glesson Digital Strategies - Amendment No. 2 for Advertising and Promotional Services
- AeroCloud Systems, Inc. – Cooperative Agreement for Common Use
- Baggage Handling System (BHS) In-Line Screening Project to Approve and Adopt the Plans, Specifications, and Working Details, and Authorize the Bid Request
- Grant Agreement Acceptance connected to BHS
- Locksmith Services – Contract Services Agreement
- ABM Aviation, Inc. – Parking Management Services Amendment No. 4 to Amend the Scope of Work and Add Equipment and Software
- Worldwide Flight Services Lease Agreement for Terminal Office Space
- West Aviation Services – San Diego, Inc. dba Sierra Aviation Group – Non-Exclusive Operating and Lease Agreement for Terminal Office Space

CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT

Financial Summary
Ending April 30, 2025

Fund 405 - Customer Facility Charges	FY 24-25 YTD Actual	FY24-25 % Of Budget	FY 23-24 YTD Actual	FY 23-24 vs FY 24-25 % Change
Operating Revenue	7,000,479	73%	8,185,748	-14%
Operating Expenditures	48,395	48%	-	0%
Surplus / (Deficit)	6,952,084	73%	8,185,748	15%



Fund 405 is the airports fund for customer facility charges (CFC).

Revenues

CFC revenue is collected by the car rental concessionaires and remitted to the Airport according to state law to support the future consolidated rental car facility project. In March 2022, City Council approved a change in the collection methodology rate from \$10 per transaction to \$9 per day up to five days maximum.

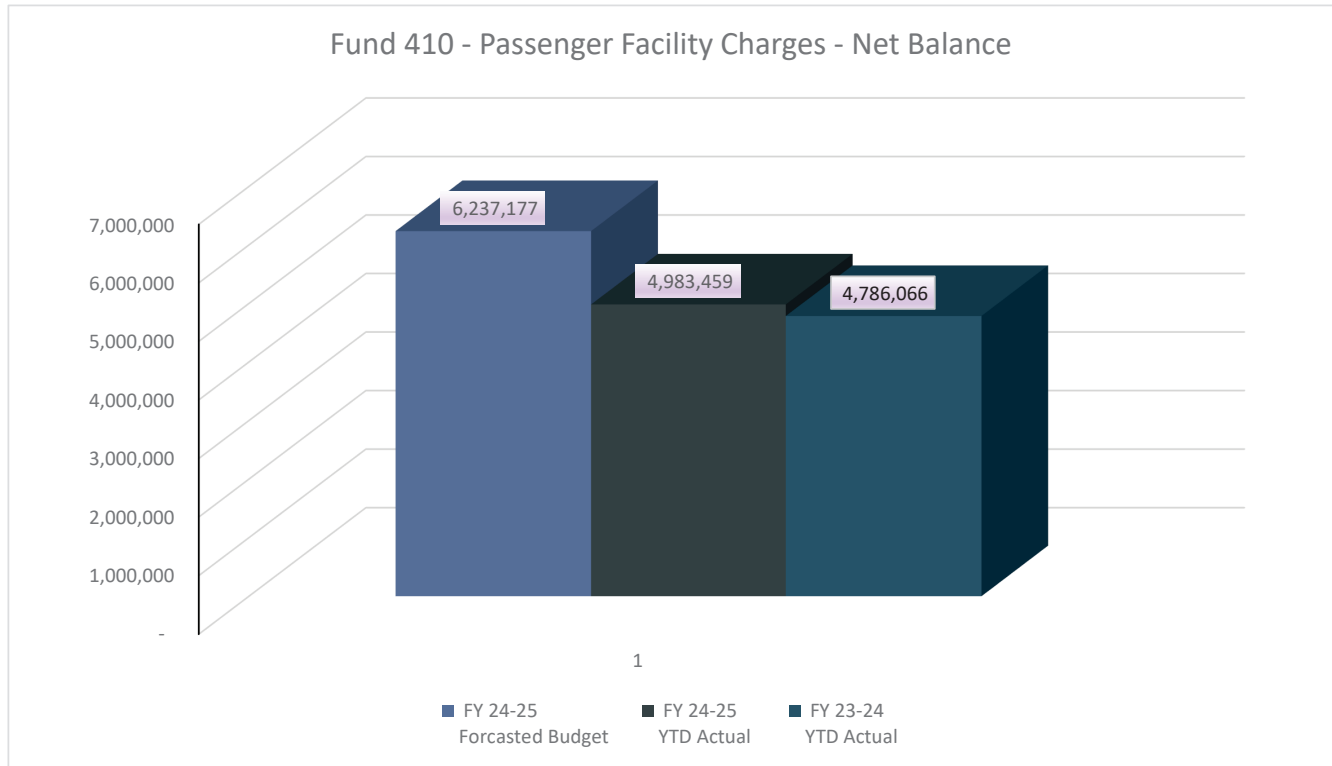
YTD, revenues of \$7,000,479 represents 73% of the full year budget, reflecting seasonal nature of CFC revenues.

Expenditures

YTD, expenditures of \$48,395 represents 48% of the full year budgeted expenditures.

CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
Financial Summary
Ending April 30, 2025

Fund 410 - Passenger Facility Charges	FY 24-25 Forecasted Budget	FY 24-25 YTD Actual	FY24-25 % Of Budget	FY 23-24 YTD Actual	FY 23-24 vs FY 24-25 % Change
Operating Revenue	6,784,274	5,289,795	78%	5,126,357	3%
Operating Expenditures	547,096	306,337	56%	340,291	-10%
Surplus / (Deficit)	6,237,177	4,983,459	80%	4,786,066	4%



Fund 410 is the airports fund for passenger facility charges (PFC).

Revenues

The PFC, provides a source of additional capital to improve, expand, and repair the nation's airport infrastructure. The FAA must approve any facility charges imposed on enplaning passengers. The PFC at PSP is \$4.50 and the maximum PFC charge on any one passenger travel ticket is capped at \$18.00.

YTD, revenues of \$5,289,795 represents 78% of the full year budget, reflecting seasonal nature of PFC revenues.

Expenditures

On July 18, 2019, the City of Palm Springs issued 2019 Airport Passenger Facility Charge Revenue Bonds for \$22,270,000 to finance a portion of the design, acquisition, and construction of ticketing hall and baggage handling system improvements. Interest is payable semiannually on June 1, and December 1 of each year, commencing December 1, 2019, until maturity or earlier redemption. FY 24-25 principal is \$1,775,000 and interest is \$722,500. Expenses to fund 410 include principal and interest and contractual services to the bond consultant.

YTD, expenditures of \$306,337 include administrative fees for the 2019 bond.

CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
Financial Summary
Ending April 30, 2025

Fund 415 - Airport Operations & Maintenance	FY 24-25 Forecasted Budget	FY 24-25 YTD Actual	FY24-25 % Of Budget	FY 23-24 YTD Actual	FY 23-24 vs FY 24-25 % Change
Operating Revenue	52,540,245	43,659,337	83%	35,815,522	22%
Operating Expenditures	48,334,102	32,898,091	68%	26,368,626	25%
Surplus / Deficit	4,206,143	10,761,246	256%	9,446,896	14%

Fund 415 is the airports operation & maintenance fund which records for all the revenues and expenditures.

Revenues

Airport revenues included operating and non-operating revenues from airlines, fuel fees, terminal rentals, ground rentals, concessions, fines, parking, ground transportation, grant reimbursements, admission fees for the Palm Springs Air Museum and interest income.

Expenditures

Airport expenditures consist of personnel, contractual services, safety and security (Aircraft Rescue and Fire Fighting (ARFF) and law enforcement), utilities, maintenance, supplies, operating equipment, insurance, employee development, equipment rentals and repairs.

CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
Financial Summary
Ending April 30, 2025

Fund 415 - Airport					
Operations & Maintenance	FY 24-25 Forecasted Budget	FY 24-25 YTD Actual	FY24-25 % Of Budget	FY 23-24 YTD Actual	FY 23-24 vs FY 24-25 % Change
Operating Revenue					
Airline Revenue					
Landing Fees	6,960,158	5,932,519	85%	3,695,245	61%
Terminal Airline Space/Joint Use	6,817,158	5,670,328	83%	4,088,667	39%
Gate Per Use Fees	2,254,405	1,968,174	87%	1,108,220	78%
Passenger Loading Bridge Fee	577,205	417,962	72%	420,277	-1%
Baggage Handling System Fees	570,705	322,050	56%	594,123	-46%
Total Airline Revenues	17,179,631	14,311,032	83%	9,812,754	46%
Non-Airline Revenue					
General Aviation	428,526	329,793	77%	299,284	10%
Non-Aeronautical Ground Rental	651,486	576,569	89%	565,008	2%
Aeronautical Ground Rental	1,320,632	1,096,074	83%	1,044,053	5%
Parking	6,301,392	5,279,701	84%	5,447,680	-3%
Airport Use Permits	118,809	115,724	97%	107,720	7%
Non-Airline Terminal Rent Fee	4,437,249	3,139,323	71%	2,552,446	23%
Rental Car - Overflow Parking	366,255	240,353	66%	185,438	30%
Advertising	881,702	695,045	79%	411,441	69%
On Airport Rental Car	14,592,865	11,892,978	81%	9,164,742	30%
Commercial Services Fees	1,378,902	1,111,822	81%	964,591	15%
Ground Transportation Fees	1,572,931	1,198,099	76%	1,108,034	8%
Customs	446,003	354,465	79%	344,636	3%
All Other Revenue	2,863,863	3,318,357	116%	3,807,696	-13%
Total Non-Airline Revenue	35,360,614	29,348,304	83%	26,002,768	13%
Total Operating Revenues	52,540,245	43,659,337	83%	35,815,522	22%

~The Passenger Loading Bridge Fee and Baggage Handling System Fees have decreased by 1% and 46%, respectively, compared to the prior year. These rates were reassessed at the start of FY25 and adjusted downward to align with operating costs.

~Parking revenue has decreased by 3% compared to the prior year; however, we anticipate a 1.3% increase for FY2025.

~For Non-Airline Terminal Rental Fees, the addition of new concessions, including Inmotion, Hey Joshua, Las Casuelas, Pink Door, and recently Trio, is expected to drive revenue growth. We project further increases when the final major food and beverage store opens in May 2025.

~Rental Car Overflow Parking revenue has increased by 30% compared to the prior year, driven by additional vehicle rentals during the high season.

~Advertising revenue has grown following the start of the FUSE contract in July 2024, offering a higher revenue share to the Airport compared to the previous advertising partner.

~Lastly, the On-Airport Rental Car fee structure for FY25 has been updated, with the Airport now recording the Minimum Annual Guarantee.

CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
Financial Summary
Ending April 30, 2025

Fund 415 - Airport Operations & Maintenance	FY 24-25 Forecasted Budget	FY 24-25 YTD Actual	FY24-25 % Of Budget	FY 23-24 YTD Actual	FY 23-24 vs FY 24-25 % Change
Operating Expenditures					
Emergency Disaster	63,137	22,493	36%	-	0%
Airport Administration	7,050,708	5,898,112	84%	4,408,167	34%
Airport Information Technology	873,990	778,679	89%	391,149	99%
Airport Law Enforcement	3,248,311	2,882,405	89%	2,776,340	4%
Aviation Security	764,930	542,102	71%	219,218	147%
Airside Operations	7,047,041	5,028,529	71%	4,133,853	22%
Airport Rescue - Fire	4,456,330	3,998,070	90%	3,280,012	22%
Landside Operations	2,895,963	2,236,109	77%	1,535,628	46%
Grounds Maintenance	424,920	353,803	83%	339,223	4%
Terminal Building Operations	7,753,787	6,286,222	81%	3,726,784	69%
Passenger Boarding Bridges	26,200	16,239	62%	33,426	-51%
Baggage Handling System	709,500	450,533	64%	304,018	48%
Control Center Operations	4,646,643	3,980,144	86%	3,491,691	14%
U.S. Customs	314,005	235,975	75%	230,218	3%
Planning & Projects	199,639	188,676	95%	102,558	84%
Budget Transfer Out	7,859,000	-	0%	1,396,342	-100%
Total Operating Expenditures	48,334,102	32,898,091	68%	26,368,626	25%
Surplus / (Deficit)	4,206,143	10,761,246	256%	9,446,896	14%

Airport Information Technology: Expenses increased primarily due to \$338,000 in salaries & benefits for technicians required to support the newly installed common use system at gates and ticket counters. Contractual services rose for cable runs, baggage handling, and access point installations. Additionally, computer software services expanded, including FIDS, Gate Management, Part 139 Inspection, and Asset Management.

Aviation Security: Expenses grew by 147% as a result of the establishment of the cost center in FY24 and FY25. New expenses include security assessments, terminal rekeying, increased employee background checks due to new hires, mandated TSA aviation worker screening, and annual fees for continued security training with airport staff and tenants.

Terminal Building Operations: Expenses increased by 69% compared to the prior year due to several factors, including \$734,000 in additional salaries and benefits for new staff across Operations and Maintenance. Other contributing factors include a new contract with Desert Arc for landscaping and terminal cleaning, expanded holiday decorations in December, terminal modifications for new staff office space, plumbing and HVAC repairs, and consulting services for breach gate design, conference room, wayfinding, and terrazzo flooring. Additionally, there were increased costs for oversight of the concessions buildout, maintenance assessments, heavy equipment rentals for power outage prevention, employee uniforms for new hires, and higher utility usage.

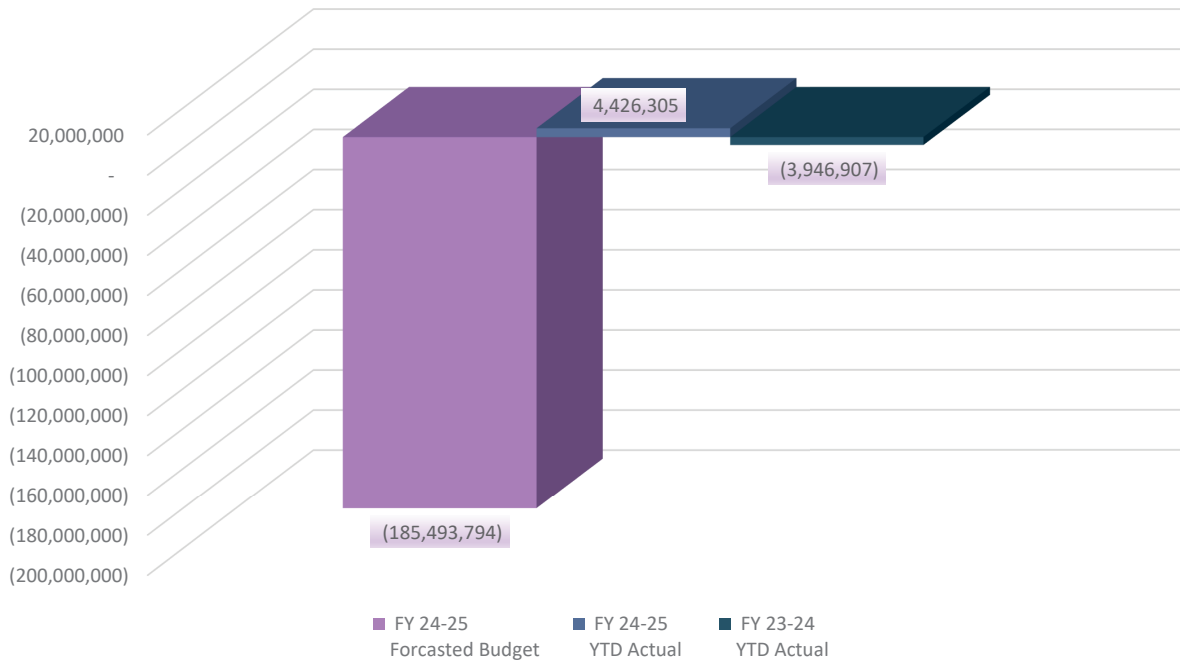
Year-to-date, the Airport has allocated 52% of its budget to Salaries & Benefits, 26% to Contractual Services, 5% to Utilities, and 4% to Materials & Supplies.

CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
Financial Summary
Ending April 30, 2025

**Fund 416 - Airport
Capital Projects**

	FY 24-25 Forecasted Budget	FY 24-25 YTD Actual	FY24-25 % Of Budget	FY 23-24 YTD Actual	FY 23-24 vs FY 24-25 % Change
Operating Revenue	11,832,046	15,841,048	134%	1,363,921	1061%
Operating Expenditures	197,325,840	11,414,743	6%	5,310,828	115%
Surplus / (Deficit)	(185,493,794)	4,426,305	-2%	(3,946,907)	-212%

Fund 416 - Airport Capital Projects - Net Balance



Fund 416 is the Airport Capital Program

Revenues

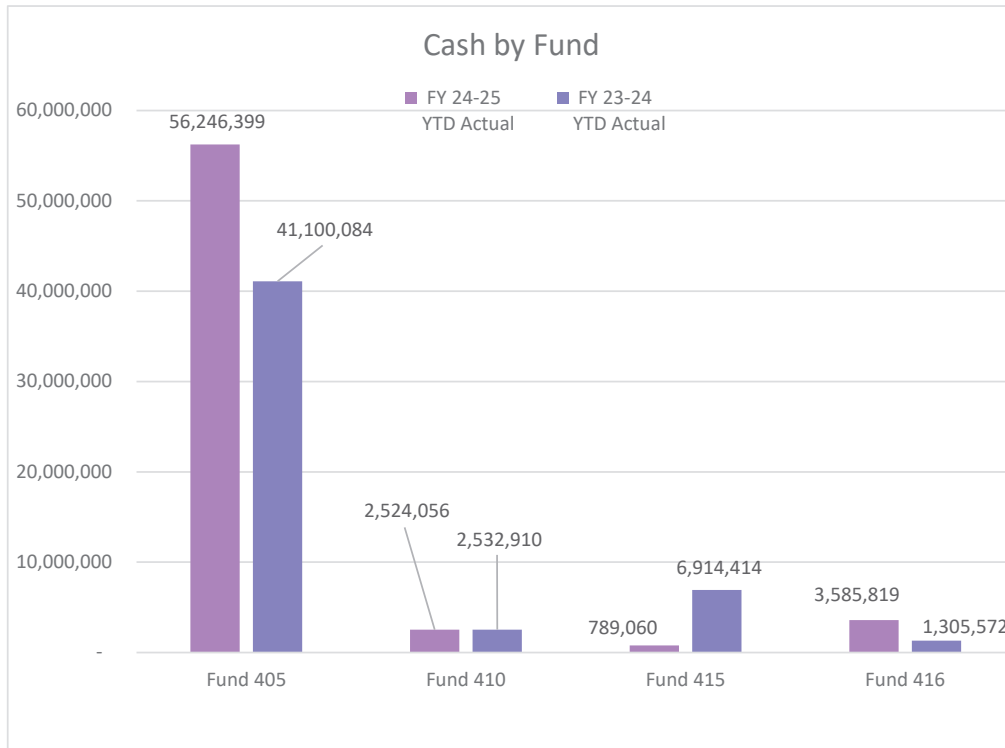
Airport Improvement Program (AIP) grants are offered to PSP to provide funding assistance for eligible capital projects that meet the criteria of the federal program. Additional funding is being distributed through AIP grant program by the Bipartisan Infrastructure Law (BIL). These grants have a 9.34% local share and the remaining 90.66% are reimbursed by the FAA. Revenues in excess of the Airport Operations & Maintenance are transferred to fund 416 to cover capital projects. The \$15,841,048 included \$4,956,744 in Federal Grants and \$10,866,000 in Budget Transfer from the Airport Operating and Maintenance Fund.

Expenditures

Some of the key expenditures for FY24-25 included Taxiway Rehabilitation Construction "W" and "A1" \$7,224,730, Baggage Handling System (BHS) \$1,747,020, Master Plan \$433,921 and other projects completed the \$11,414,743

CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
Financial Summary
Ending April 30, 2025

<u>Cash Summary</u>	FY 24-25 YTD Actual	FY 23-24 YTD Actual
Fund 405	56,246,399	41,100,084
Fund 410	2,524,056	2,532,910
Fund 415	789,060	6,914,414
Fund 416	3,585,819	1,305,572



CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
Financial Summary
Ending April 30, 2025

NO. OF PROJECTS	PROJECT NAME	BUDGET FY 2021-2022	BUDGET FY 2022-2023	BUDGET FY 2023-2024	BUDGET FY 2024-2025	EXPENSES TO DATE	REMAINING	FUNDING SOURCE
1	AIRCRAFT RESCUE & FIREFIGHTING TRUCK			-	1,500,000	1,127,610	372,390	Airport
2	AIRFIELD 31L/13R REHABILITATION & AIRFIELD CONNEC	-	-	-	1,500,000	-	1,500,000	Airport / ACIP Grant
3	AIRFIELD W & A1 - (CONSTRUCT - PHASE 1)	-	-	-	9,500,000	6,401,996	3,098,004	Airport / ACIP / BIL-AIG Grant
4	AUTOMATED EXIT LANES	-	-	-	750,000	-	750,000	Airport
5	AUTOMATED VEHICLE IDENTIFICATION	300,000	-	-	-	276,384	23,616	Airport
6	BHS - TERMINAL BUILDING EXPANSION (CONSTRUCT)	-	-	-	25,000,000	-	25,000,000	PFC
7	CARPET REPLACEMENT - MAIN TERMINAL LOBBY AND S	-	-	400,000	-	-	400,000	Airport
8	COMMON USE	225,860	2,777,514	-	-	2,620,266	383,108	Airport
9	CONSOLIDATED RENTAL CAR FACILITY (DESIGN)	-	-	-	2,500,000	-	2,500,000	CFC
10	CONVEYANCE REPLACEMENT	-	-	-	4,700,000	-	4,700,000	Airport / BIL-ATP Grant
11	ECONOMY LOT (CONSTRUCT) - PHASE 1	-	-	-	3,000,000	30,677	2,969,323	Airport
12	ECONOMY LOT (CONSTRUCT) - PHASE 2	-	-	-	3,000,000	-	3,000,000	Airport
13	ELECTRIC VEHICLE (EV) CHARGERS	-	-	300,000	-	295,708	4,292	Airport/ACIP
14	FEDERAL INSPECTION STATION - (DESIGN) & NEW TERM	-	-	-	19,000,000	315,000	18,685,000	Airport / BIL - Entitlement Grant
15	GATE STRIPING	-	-	599,900	-	599,900	-	Airport
16	HOT SPOT STUDY	-	-	181,320	-	147,880	33,440	Airport/ACIP
17	HVAC INFRASTRUCTURE REPLACEMENT	-	-	-	2,000,000	6,209	1,993,791	Airport / BIL-ATP Grant
18	INBOUND BAGGAGE CLAIM	-	-	6,000,000	12,000,000	2,080,937	15,919,063	Airport/BIL-ATP Grant
19	LED RIBBON	-	-	-	-	1,851	(1,851)	Airport
20	LOT A (CONSTRUCT)	-	-	-	700,000	-	700,000	Airport
21	MAIN TERMINAL FAÇADE RESTORATION (DESIGN)	-	-	-	500,000	-	500,000	Airport
22	MASTER PLAN	-	-	2,275,816	-	1,565,224	710,592	Airport/ACIP
23	OUTBOUND BAGGAGE HANDLING SYSTEM	-	-	20,000,000	10,000,000	1,676,058	28,323,942	Airport/ACIP/PFC
24	PAINT STRIPING TRUCK	-	-	1,000,000	-	-	1,000,000	Airport
25	PARKING REVENUE SYSTEM	-	-	500,000	-	113,667	386,333	Airport
26	PAVEMENT MANAGEMENT PLAN (APMS)			340,000		353,518	(13,518)	Airport
27	PRIOR YEAR PROJECTS	29,205,802	-	-	-	-	29,205,802	
28	PROCURE LANDSIDE VEHICLES	-	-	210,000	-	153,125	56,875	Airport / VALE/ZEV Grant
29	PROCURE TWO ZERO EMISSIONS BUSES	-	-	-	2,000,000	-	2,000,000	Airport / VALE/ZEV Grant
30	PROPERTY ACQUISITION	-	-	8,800,000	-	-	8,800,000	CFC
31	PUBLIC PARKING PAVING	-	-	2,400,000	-	44,659	2,355,341	Airport
32	PUBLIC RESTROOMS	-	-	10,000,000	-	284,481	9,715,519	Airport/BIL-ATP Grant
33	REMAIN OVER NIGHT (RON) PARKING SPACES	-	-	-	4,000,000	-	4,000,000	Airport / ACIP Grant
34	SAFETY MANAGEMENT SYSTEMS CONSULTANT			200,000		111,301	88,699	Airport
35	SHADE AREA - PHASE 1	-	-	236,000	-	247,036	(11,036)	Airport / VGPS Grant
36	SOLID SEPARATOR	-	-	100,000	-	-	100,000	Airport
37	TAXIWAY REHABILITATION W & A1 DESIGN	-	-	571,158	-	484,838	86,320	Airport/ACIP
38	TSA RENOVATION					84,108	(84,108)	Airport
39	TELEHANDLER/FORKLIFT	-	-	150,000	-	373,469	(223,469)	Airport
40	VERBIAGE MESSAGE SIGNAGE - DIGITAL	-	-	800,000	-	-	800,000	Airport
41	WI-FI CONSULTANT (DESIGN)	-	-	150,000	-	-	150,000	Airport
42	WIFI WIRELESS EQUIPMENT	-	-	500,000	-	459,953	40,047	Airport
43	WILDLIFE HAZARD ASSESSEMENT	-	-	140,000	-	136,624	3,376	Airport/ACIP
TOTAL		29,731,662	2,777,514	55,854,194	101,650,000	19,992,479	170,020,891	



City of Palm Springs

Department of Human Resources
3111 East Tahquitz Canyon Way • Palm Springs, CA 92262
Tel: 760-323-8215 • Fax: 760-322-8287 • TDD (760)864-9527

DATE: May 12, 2025
TO: Harry Barrett, Executive Director of Aviation
FROM: Paola Rafael, Human Resources Specialist
SUBJECT: Department of Aviation Recruitment Activity Report

MEMORANDUM

The following is a summary of recruitment activity for the Department of Aviation.

I. UNFILLED AND FILLED POSITIONS

Department of Aviation Unfilled and Filled Position Totals by Month		
	Unfilled	Filled
January 2025	15.5	92.0
February 2025	14.5	93.0
March 2025	17.5	90.0
April 2025	18.5	89.0
May 2025	16.5	91.0

Department of Aviation Funded - Unfilled and Filled Position Totals by Month		
	Unfilled	Filled
January 2025	3.0	30.0
February 2025	3.0	30.0
March 2025	3.0	30.0
April 2025	3.0	30.0
May 2025	3.0	30.0

Please refer to Section III and Attachment 1, for a complete list of unfilled and filled positions.

II. ACTIVE RECRUITMENTS

POSITION TITLE	RECRUITMENT OPEN DATE
Airport Security Manager (Current Step: Departmental Interview)	03/24/2025

POSITION TITLE	RECRUITMENT OPEN DATE
Airport Operations Specialist I (Current Step: Departmental Interview)	02/27/2025
Airport Operations Supervisor (Current Step: Accepting Applications)	05/12/2025
Climate Action and Sustainability Specialist (Current Step: Departmental Interview)	11/07/2024
Executive Administrative Assistant (Current Step: Departmental Interview)	03/11/2025
Maintenance Technician II (Current Step: Oral Board Examination)	03/31/2025
POSITION TITLE	TENTATIVE START DATE
Airport Operations Specialist I (Current Step: Pre-employment Process)	June 2025
Custodian (Current Step: Pre-employment Process)	June 2025
Deputy Director of Capital Development (<i>via ADK Consulting & Executive Search</i>) (Current Step: Pre-Employment Process)	June 2025

III. VACANT POSITIONS BY CATEGORY

- **Senior Leadership (1.0)**
 - Deputy Director of Capital Development
- **Middle Management (5.0)**
 - Airport Operations Supervisor
 - Airport Security Manager
 - Business Intelligence Developer
 - Executive Administrative Assistant
 - Learning and Leadership Program Manager
- **Frontline (13.5)**
 - Airport Operations Specialist I (2.0)
 - Climate Action and Sustainability Specialist
 - Commercial Vehicle Operator (5.0)
 - Custodian (2.5)
 - Emergency Management Program Specialist
 - Maintenance Technician II (2.0)

****Positions highlighted in yellow are in the recruitment process as noted in Section II.***

IV. UPCOMING RECRUITMENTS

- Emergency Management Program Specialist

- Business Intelligence Developer

Sincerely,



PAOLA RAFAEL
Human Resources Specialist

Attachment #1**CITY OF PALM SPRINGS Dept. of Aviation Funded Position Allocation & Vacancy Report FY2024-25**

<i>Dept./Classification</i>	<i>Vacant</i>	<i>Filled</i>	<i>Allocated</i>
AVIATION			107.50
<i>Airport Administration</i>		<i>Section Total</i>	18.00
Executive Director PS International Airport	0.0	1.0	1.00
Assistant Airport Director	0.0	1.0	1.00
Airport Safety Management Systems Manager	0.0	1.0	1.00
Deputy Director of Capital Development	1.0	0.0	1.00
Aviation Planner	0.0	1.0	1.00
Innovation & Strategic Implementation Administrator	0.0	1.0	1.00
Business Intelligence Developer	1.0	0.0	1.00
Project Manager	0.0	1.0	1.00
Executive Program Administrator	0.0	2.0	2.00
Executive Administrative Assistant	1.0	0.0	1.00
Deputy Director of Aviation - Marketing	0.0	1.0	1.00
Marketing & Communications Specialist	0.0	2.0	2.00
Airport Administration Manager	0.0	1.0	1.00
Administrative Specialist	0.0	1.0	1.00
Administrative Assistant	0.0	2.0	2.00
<i>Control Center Operations</i>		<i>Section Total</i>	39.00
Airport Operations Manager	0.0	2.0	2.00
Airport Security Supervisor	0.0	1.0	1.00
Airport Security Manager	1.0	0.0	1.00
Airport Operations Supervisor	1.0	3.0	4.00
Airport Operations Specialist II	0.0	4.0	4.00
Airport Operations Specialist I	2.0	13.0	15.00
Airport Operations Aide	0.0	12.0	12.00
<i>Terminal Operations</i>		<i>Section Total</i>	50.50
Maintenance Superintendent	0.0	1.0	1.00
Maintenance Supervisor	0.0	4.0	4.00
Maintenance Coordinator	0.0	2.0	2.00
Maintenance Electrician	0.0	1.0	1.00
Maintenance Electrician HVAC	0.0	2.0	2.00
Maintenance Technician, Senior	0.0	1.0	1.00
Maintenance Technician II	2.0	2.0	4.00
Maintenance Technician I	0.0	4.0	4.00
Maintenance Worker, Lead	0.0	2.0	2.00
Maintenance Worker I	0.0	8.0	8.00
Industrial Technician, Lead	0.0	1.0	1.00
Industrial Technician	0.0	4.0	4.00
Commercial Vehicle Operator	5.0	0.0	5.00
Custodian	2.5	9.0	11.50
	<i>Vacant</i>	<i>Filled</i>	<i>Allocated</i>
Totals	16.5	91.0	107.50

CITY OF PALM SPRINGS Dept. of Aviation Funded Position Allocation & Vacancy Report FY2024-25

<i>Dept./Classification</i>	<i>Vacant</i>	<i>Filled</i>	<i>Allocated</i>
ENGINEERING SERVICES			1.00
<i>Engineering Services</i>		<i>Section Total</i>	1.00
Civil Engineer, Senior (funded in Aviation)	0.00	1.00	1.00
FINANCE & TREASURY			1.00
<i>Accounting & Accounts Receivable</i>		<i>Section Total</i>	1.00
Accountant (funded in Aviation)	0.00	1.00	1.00
FIRE			13.00
<i>Fire Administration</i>		<i>Section Total</i>	1.00
Emergency Management Program Specialist (funded in Aviation)	1.0	0.0	1.00
<i>Airport Rescue Firefighting</i>		<i>Section Total</i>	12.00
Fire Captain	0.0	3.0	3.00
Fire Engineer (includes Paramedic classification)	0.0	9.0	9.00
HUMAN RESOURCES			2.00
<i>Human Resources</i>		<i>Section Total</i>	1.00
Human Resources Specialist (funded in Aviation)	0.0	1.0	1.00
<i>Worker's Compensation</i>		<i>Section Total</i>	1.00
Learning and Leadership Program Manager (funded in Aviation)	1.0	0.0	1.00
INFORMATION TECHNOLOGY			5.00
<i>Information Technology</i>		<i>Section Total</i>	5.00
Information Technology Network Engineer (Funded in Aviation)	0.0	1.0	1.00
Information Technology Technician (Funded in Aviation)	0.0	4.0	4.00
POLICE			10.00
<i>Airport Security</i>		<i>Section Total</i>	10.00
Police Officer (Aviation - TSA) (includes Senior & Master Officer classifications)	0.0	2.0	2.00
Police Officer (Aviation) (includes Senior & Master Officer classifications)	0.0	7.0	7.00
Police Sergeant (Aviation) (includes Sergeant II & III classifications)	0.0	1.0	1.00
SUSTAINABILITY			1.00
<i>Office of Sustainability</i>		<i>Section Total</i>	1.00
Climate Action and Sustainability Specialist (funded in Aviation)	1.00	0.00	1.00
	<i>Vacant</i>	<i>Filled</i>	<i>Allocated</i>
Totals	19.5	121.0	140.50

REV 05/12/2025



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: May 21, 2025

TO: Chairman Corcoran and Airport Commissioners

FROM: Harman Singh, Project Manager

SUBJECT: Projects and Airport Capital Improvement Program Update

Capital Projects

Bono Concourse Escalators:

Background: This project is intended to replace the escalators leading to the Sonny Bono Concourse to reduce noise and improve operational uptime. Both Sonny Bono Concourse escalators were refurbished with new parts on top of the original structure in 2020. At the request of the Airport Commission, the Executive Director of Aviation has tasked Airport staff to research the costs and efforts required for a full replacement.

Status: In Process

- Airport staff conducted an initial assessment of the existing escalators to determine replacement requirements. During the assessment, it was determined that the current model is no longer in production and improvement would require complete reconstruction of the foundation, and equipment, along with significant associated work.
- Task orders to the on-call Engineering firm have been issued to perform a review of the in-place escalators and evaluate options for replacement and cost estimates.
- Kick-off meeting was held on May 12, 2025.

Next Steps:

- On-call Engineering firm to produce preliminary and final review reports for the staff.

Timeline:

- Preliminary review report by mid-June.
- Final review report by mid-July.

Taxi/TNC Shade Structures (Measure J Funds):

Background: This project is one of the four capital improvement projects funded by Measure J funds. The project is to design and install a dedicated shade structure in the Uber, Lyft, and Taxi pick-up area to enhance passenger comfort and safety. The structure will offer protection from the elements, contributing to a more positive transportation experience.

Status: In Process

- Staff have issued a task order to an On-Call Architectural firm to conduct shade study. The architectural firm is working on final conceptual design with cost estimate.
- Staff are coordinating the design with the Historic Preservation Officer with the goal of presenting the design to the Historic Site Preservation Board (HSPB).

Next Steps:

- Evaluation of the final design and cost estimate.
- Present to the HSPB.

Timeline:

- Cost estimate is expected by end of May.
- Targeting presentation at the July HSPB meeting.

Outbound Baggage Handling System Replacement:

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

Status: In Process

- The project was advertised on February 12, 2025. On March 20, 2025, the city received one bid, which was higher than the engineer's estimate.
- Project was re-advertised on April 24, 2025. A pre-bid job was conducted on May 7, 2025, with seven contractors present during the job walk.

Next Steps:

- Bids due on May 28, 2025, followed by bids evaluation, city and Airlines presentation.

Timeline:

- Mid-June.

Restroom Renovations – Design Phase:

Background: City Council approved the design and renovate all public restrooms airport-wide in the Fiscal Year 2023 budget. The project would include demolition and replacement of flooring and fixtures, upgrades to ventilation and lighting systems, and conversion to select restrooms to gender neutral facilities.

Status: In Process

- The Airport directed the On-Call Architectural firm M. Arthur Gensler Jr. & Associates, Inc. (Gensler) to proceed with a scope of work for architectural design for the terminal restrooms including mechanical, plumbing, structural, and electrical design. The design phase is anticipated to take approximately eight months at a cost of \$2.3 million.

- Staff completed the review of architectural firm Gensler's proposal on a phased approach to designing the Sonny Bono Concourse and Courtyard restrooms as phase 1.

Next Steps:

- Staff to issue a task order to Gensler.

Timeline:

- Approximately 3-4 weeks.

Mid-Century Outdoor Furniture (Measure J Funds):

Background: This project is funded by Measure J funds. The design and installation of the outdoor furniture focuses on preserving the Mid-Century architecture and design essential for maintaining the elements essential to the identity of the Airport and Palm Springs. The project will highlight and encourage an appreciation for Mid-Century architecture and design.

Status: In Process

- A purchase order has been issued for the design and procurement of ten Mid-Century outdoor seating benches, two circular planter/benches, and six trash receptacles.

Next Steps:

- Delivery of concrete furniture.

Timeline:

- Approximately by Mid-July.

Purchase of (8) Plug-In EV Pick-up Trucks & (4) EV Chargers:

Background: This project is to procure (8) zero emission pick-up trucks and (4) EV chargers to replace the existing gas-powered airport fleet trucks. This purchase will continue the Airport's efforts to minimize environmental impact. The project is funded by FAA's Airport Zero Emissions Vehicle (ZEV) & Infrastructure Pilot Program.

Status: In Process

- Project scope is complete and is with city's procurement department to issue Invitation for Bids (IFB).

Next Steps:

- Project to go out for bids.

Timeline:

- IFB expected to go out by mid-May.



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: May 18, 2025

TO: Chairman Corcoran and Airport Commissioners

FROM: Harry Barrett, Jr., Airport Executive Director

SUBJECT: Executive Director Report

Emerging Developments

Customs and Border Protection & Federal Inspection Station(FIS) Strategy (New)

Background: PSP completed an FIS Feasibility Study in 2024. The study, conducted by InterVISTAS Consulting demonstrated the feasibility of developing and staffing an FIS at PSP. The results of the study were briefed to the Airport Commission in the spring of 2024 and the full report is available for review or additional briefings. For the last two years, PSP's Executive Director has been in informal discussions with the CBP LAX Port Director about the regional desire to expand international air service at PSP and had previously advised the LAX Port Director that PSP anticipates submitting a formal request for CBP support.

Report: Executive Director Barrett gave the airport's consultant InterVISTAS notice to proceed with formalizing a request for Customs and Border Protection resources at PSP with the aim of supporting international air service. In general, a formal request includes the ability to demonstrate that adequate planning of a facility, an analysis of the economic benefit, an ability to continuously employ CBP staff supporting airport activities, and an assessment of community support has been established. PSP believes it has met that bar through the master planning process. Additionally, the airport will need to demonstrate that there is demand from at least one airline serving the airport. Both PSP and Visit Greater Palm Springs staff engage in air service development activities, and both organizations believe that the airport is well-positioned to establish such demand. A formal request for Customs and Border Protection resources will eventually be made to HQ CBP in Washington D.C. The formal request process is highly dependent on Congressional funding priorities, and therefore the PSP staff wants to caution that the process could be prolonged by political factors and will require ongoing engagement by staff.

Annual Emergency Response Tabletop Exercise (New)

Background: Commercial airports are required to conduct annual tabletop exercises and triennial full-scale scenario exercises to ensure emergency and crisis readiness. These exercises bring together a range of stakeholders including airport staff, police and fire emergency responders, airlines, federal

agencies including FAA, TSA, FBI, and sometimes regional support such as local hospitals, NGOs, and mutual aid support. PSP conducted its annual tabletop this month.

Report: PSP staff collaborated with stakeholders on how to address an off-airport emergency involving an aircraft. The exercise was productive and generated a lot of discussion around how the various organizations can manage communication and crisis management, transport, navigating agency command structures, and transition from response to recovery. Airport staff is collecting feedback from exercise participants and will incorporate the feedback into emergency and security plan reviews. Earlier this year, airport, fire and police staff committed to ongoing quarterly exercises to assess readiness and increase collaboration around all manner of emergencies and disasters in response to the aviation accidents that occurred in January and February. This follows the airports efforts on tightening its emergency management capabilities and ensuring the adoption of best practices.

Southwest American Association of Airport Executives (SWAAAE) Summer 2026 Conference (New)

Background: The Southwest Chapter of the American Association of Airport Executives represents public use airports in Arizona, Nevada, California, Hawaii and the American Trust Islands in the South Pacific for the purpose of promoting legislative advocacy, career development and business development. SWAAAE holds two major regional Airport Management short course conferences each year.

Report: At SWAAAE's quarterly board meeting in May, PSP's Executive Director and incoming SWAAAE President Gladys Brown (Yuma, AZ) agreed to host the SWAAAE 2026 summer conference in Palm Springs. The three-day summer conference typically draws between 300 -400 industry professionals including airport executives, consulting firms, and representatives from state and federal transportation agencies. For more than a decade, SWAAAE has historically held its winter Airport Management Short Course in Monterrey, which also draws roughly 400 attendees. The SWAAAE Board of Directors expressed interest in considering other locations for the winter short course. PSP has asked the SWAAAE Board of Directors to consider future winter conferences in Palm Springs. PSP is committed to hosting conferences and workshops to help bring visitor spend to the Coachella Valley and to create awareness about Palm Springs as a destination across the aviation industry. Summer events such as conferences in particular are beneficial for PSP because the passenger demand helps PSP establish the business case for airlines to increase capacity over the off-season months.

Vino Volo Concession Opening (New)

Background: In 2023, the airport embarked on a two-year process to overhaul PSP's concessions program which included 5 new retail locations and 7 new food and beverage sites.

Report: On Thursday May 8th, Paradies successfully opened *Vino Volo*, the airport's sixth food and beverage concession. *Vino Volo*, is the only Paradies branded restaurant on the airport. In addition to its collection of local wines, *Vino Volo* has an all day menu and coffee options. The restaurant had a very successful opening weekend and initial passenger feedback was positive. *The Movie Colony* which is a quick serve-grab and go concessions will close out the concessions program and is currently planned to open this fall.

Rental Car Facility Private Partnership (P3) Feasibility Meeting (Updated May 18, 2025)

Background: Airport staff is in the initial stages of developing strategies for funding and delivering projects associated with the Master Plan concepts presented to the community over the last few years. One component of the capital program, the Rental Car Facility, is potentially well-positioned for a public private partnership delivery model. A P3 delivery model would likely allow PSP to deliver this project quickly and more efficiently than traditional methods of delivery.

Report: PSP held a P3 feasibility kickoff meeting for late April which included airport staff, financial consultants, legal advisors, and city economic development teams to analyze the feasibility of P3 delivery for the Rental Car Auxiliary Lot and for the north site of the Rental Car Facility. The airport's financial consultant, Frasca and Associates, outlined the initial steps involved in pursuing a P3 which involves a comprehensive review of land use documents, ordinances, legal documents and historical financial data. This process is estimated to take between 7-8 months, during which time Frasca will be working with airport staff, legal consultants, and state and federal agencies to ensure feasibility. During this process, Daley Strategies will assist airport staff in providing updates and briefings as appropriate. Upon completion of the data mining and analysis process, Frasca and City staff will determine next steps which may include a value for money analysis, project scoping and a policy recommendation for City Council. While the data mining process is underway, Airport staff is advancing the environmental and planning work on the rental car facility that would need to be completed regardless of which project delivery model is used. This planning is anticipated to take between 12 – 14 months.

Biennial Budget Planning (Updated April 28, 2025)

Background: City ordinance requires that the City Council must adopt an annual budget no later than June 30th of each year. The City Manager has directed that City departments will propose a biennial budget for consideration approval by the City Council. PSP staff is currently in the process of preparing the FY 2026 and 2027 budgets.

Report: Under Federal Aviation Administration regulations and as dictated by PSP's Airport Use and Lease Agreement, the Executive Director of Aviation is required to present a budget to Signatory Airlines and provide notice of their rates and charges prior to the City Council adopting the biennial budget. PSP Executive staff are currently working with internal divisions and other City departments on reviewing budget requests. Primary goals include:

- a. Proactively managing the growth in operating expenses, particularly by reducing expenses related to contractual services and managing personnel expenses, particularly by optimizing staff to reduce retirement costs and overtime;
- b. ensuring adequate fund balance to guard against the uncertainty of available grant funding and to support any future debt issuance;
- c. focusing on opportunities for increasing non-aeronautical revenues where possible, in preparation for moderating airline costs should PSP experience a drop in aeronautical demand

The Executive Director's goal is to ensure that the airport's budget is resistant to a potential downturn in demand or federal priorities that may result in loss of grants. PSP has scheduled a budget meeting with

the Signatory Airlines in June, with presentations to the Airport Commission and City Council thereafter. Staff is currently running PSP's capital plan through analysis to determine the impact to the airline's rate base. As a reminder, the Signatory Airlines have Majority-In-Interests (MII) approval on any PSP project that exceeds \$1 million in costs.

ITEM 11.A - PAST CITY COUNCIL ACTIONS
Airport Commission Meeting of May 21, 2025

City Council Regular Meeting for April 23, 2025:

- No Items Submitted

City Council Regular Meeting for May 14, 2025:

- No Items Submitted

Palm Springs International Airport

MONTHLY PASSENGER ACTIVITY REPORT - 2025									
	Enplaned			Deplaned			Total Passengers		
	2025	2024	% Change	2025	2024	% Change	2025	2024	% Change
January	175,563	167,926	4.5%	179,223	168,852	6.1%	354,786	336,778	5.3%
February	190,572	186,052	2.4%	196,425	196,544	-0.1%	386,997	382,596	1.2%
March	250,084	238,473	4.9%	243,366	234,499	3.8%	493,450	472,972	4.3%
April	210,574	202,219	4.1%	195,932	180,068	8.8%	406,506	382,287	6.3%
May		127,314	-100.0%		119,176	-100.0%	-	246,490	-100.0%
June		68,656	-100.0%		62,983	-100.0%	-	131,639	-100.0%
July		56,556	-100.0%		56,149	-100.0%	-	112,705	-100.0%
August		58,673	-100.0%		59,410	-100.0%	-	118,083	-100.0%
September		69,900	-100.0%		72,788	-100.0%	-	142,688	-100.0%
October		123,263	-100.0%		135,389	-100.0%	-	258,652	-100.0%
November		151,801	-100.0%		155,718	-100.0%	-	307,519	-100.0%
December		163,851	-100.0%		174,654	-100.0%	-	338,505	-100.0%
Year to Date	826,793	1,614,684	4.0%	814,946	1,616,230	4.5%	1,641,739	3,230,914	4.3%

Palm Springs International Airport

Best Month Comparison							
ENPLANEMENTS							
	2020	2021	2022	2023	2024	2025	Vs Best Mo
Jan	136,157	39,614	118,204	169,746	167,926	175,563	4.5%
Feb	156,909	57,530	142,206	184,973	186,052	190,572	2.4%
Mar	113,166	107,577	202,993	223,314	238,473	250,084	4.9%
Apr	5,811	111,376	185,946	200,753	202,219	210,574	4.1%
May	10,751	92,820	123,736	129,695	127,314		-100.0%
Jun	14,827	66,885	73,861	71,635	68,656		-100.0%
Jul	17,231	65,869	68,071	63,647	56,556		-100.0%
Aug	18,389	58,793	65,368	59,309	58,673		-100.0%
Sep	23,087	65,682	79,599	73,813	69,900		-100.0%
Oct	41,597	108,923	120,659	126,702	123,263		-100.0%
Nov	52,874	135,677	160,129	162,180	151,801		-100.0%
Dec	41,517	136,897	159,846	158,245	163,851		-100.0%
TOTAL	632,316	1,047,643	1,500,618	1,624,012	1,614,684	826,793	
% Chg.	-50.89%	65.68%	43.24%	8.22%	-0.57%		
TOTAL PASSENGERS							
	2020	2021	2022	2023	2024	2025	Vs Best Mo
Jan	276,099	79,082	237,388	341,656	336,778	354,786	5.3%
Feb	320,906	120,657	292,336	373,850	382,596	386,997	1.2%
Mar	198,850	214,477	403,883	450,146	472,972	493,450	4.3%
Apr	10,082	215,777	358,115	379,353	382,287	406,506	6.3%
May	19,154	174,535	233,239	246,186	246,490		-100.0%
Jun	28,748	129,872	142,524	138,461	131,639		-100.0%
Jul	33,776	129,463	133,664	124,336	112,705		-100.0%
Aug	36,482	117,952	129,952	119,256	118,083		-100.0%
Sep	47,915	136,666	162,834	151,561	142,688		-100.0%
Oct	88,777	225,991	247,457	259,808	258,652		-100.0%
Nov	108,043	271,944	319,237	327,470	307,519		-100.0%
Dec	83,262	276,527	321,215	325,242	338,505		-100.0%
TOTAL	1,252,094	2,092,943	2,981,844	3,237,325	3,230,914	1,641,739	
% Chg.	51.17%	67.16%	42.47%	8.57%	-0.20%		

Palm Springs International Airport

ENPLANED & DEPLANED PASSENGERS - FY24-25

ENPLANED PASSENGERS

Airlines	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	FYTD
Air Canada	-	-	-	429	1,722	5,539	5,810	6,524	8,291	6,984			35,299
Alaska	10,396	10,382	10,857	24,171	33,957	33,427	35,771	37,985	45,559	43,983			286,488
American	10,690	13,027	15,109	21,444	23,050	24,052	24,595	26,930	36,067	34,247			229,211
Avelo Air	601	570	64	463	1,769	2,301	1,644	1,734	3,436	2,786			15,368
Delta Air	-	-	314	4,051	6,126	10,319	17,076	18,154	20,258	16,166			92,464
SkyWest (Delta Connection)	3,943	3,846	4,569	5,021	4,916	4,907	3,750	3,504	5,265	5,580			45,301
SkyWest (United Express)	8,196	7,060	5,639	6,680	10,770	9,695	10,978	9,819	11,066	14,901			94,804
SkyWest (American Air)	5,661	4,407	4,056	4,815	5,576	5,628	3,669	3,570	3,677	3,553			44,612
Southwest Air	14,158	12,399	13,589	20,730	24,115	22,219	23,605	27,956	42,189	32,664			233,624
United	-	3,872	10,878	19,131	15,699	20,324	22,093	23,296	36,612	21,244			173,149
WestJet	2,911	3,082	4,207	12,585	19,178	17,617	17,599	19,940	22,961	18,255			138,335
Allegiant Air	-	-	-	1,215	1,697	1,965	1,869	1,858	2,732	2,713			14,049
Flair	-	-	-	-	-	-	-	703	1,572	377			2,652
Frontier	-	-	-	-	-	1,398	2,611	3,414	3,977	2,764			14,164
Porter	-	-	-	-	-	692	989	994	1,282	769			4,726
MN Airlines (Sun Country)	-	28	618	2,528	3,226	3,768	3,504	4,191	5,140	3,501			26,504
Charters	-	-	-	-	-	-	-	-	-	87			87
TOTAL ENPLANED	56,556	58,673	69,900	123,263	151,801	163,851	175,563	190,572	250,084	210,574	-	-	1,450,837

DEPLANED PASSENGERS

Airlines	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	FYTD
Air Canada	-	-	-	772	2,099	5,333	5,629	7,049	7,558	5,497			33,937
Alaska	10,629	10,965	11,618	28,302	35,086	34,665	37,135	39,126	46,230	40,592			294,348
American	10,441	13,014	16,659	22,997	21,318	24,361	24,613	26,486	32,728	31,772			224,389
Avelo Air	586	576	42	563	1,991	2,374	1,728	1,742	3,465	2,688			15,755
Delta Air	-	-	430	4,351	6,481	11,996	18,223	18,154	20,255	14,142			94,032
SkyWest (Delta Connection)	3,870	3,829	5,028	5,611	4,991	5,013	3,999	3,541	5,247	5,347			46,476
SkyWest (United Express)	8,097	7,148	5,668	6,874	11,022	10,273	10,325	10,031	10,309	14,198			93,945
SkyWest (American Air)	5,413	4,593	3,157	4,212	6,462	6,311	4,053	3,818	3,848	3,677			45,544
Southwest Air	14,150	12,252	13,669	22,180	25,889	24,167	23,078	28,858	41,277	31,641			237,161
United	-	3,947	10,878	19,131	15,822	23,036	22,264	24,446	36,056	23,876			179,456
WestJet	2,963	3,059	4,980	15,666	19,196	18,396	19,025	21,325	22,402	13,587			140,599
Allegiant Air	-	-	-	1,681	1,742	2,137	1,854	2,102	2,705	2,291			14,512
Flair	-	-	-	-	-	-	-	796	1,228	144			2,168
Frontier	-	-	-	-	-	1,430	2,194	2,991	3,652	2,759			13,026
Porter	-	-	-	-	-	1,008	1,074	1,220	1,204	701			5,207
MN Airlines (Sun Country)	-	27	659	3,049	3,619	4,154	4,029	4,740	5,202	2,941			28,420
Charters	-	-	-	-	-	-	-	-	-	79			79
TOTAL DEPLANED	56,149	59,410	72,788	135,389	155,718	174,654	179,223	196,425	243,366	195,932	-	-	1,469,054

TOTAL E & D	112,705	118,083	142,688	258,652	307,519	338,505	354,786	386,997	493,450	406,506	-	-	2,919,891
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Palm Springs International Airport

ACTIVITY BY AIRLINE APRIL 2025

AIRLINES	Enplaned			Deplaned			Total			(E & D)
	2025	2024	% Change	2025	2024	% Change	2025	2024	% Change	Market Share
Air Canada	6,984	6,626	5.4%	5,497	4,733	16.1%	12,481	11,359	9.9%	3.1%
Alaska	43,983	43,472	1.2%	40,592	37,809	7.4%	84,575	81,281	4.1%	20.8%
American	34,247	29,854	14.7%	31,772	27,926	13.8%	66,019	57,780	14.3%	16.2%
Avelo	2,786	3,635	-23.4%	2,688	3,342	-19.6%	5,474	6,977	-21.5%	1.3%
Delta Air	16,166	12,438	30.0%	14,142	12,438	13.7%	30,308	24,876	21.8%	7.5%
SkyWest (Delta Connection)	5,580	5,671	-1.6%	5,347	5,350	-0.1%	10,927	11,021	-0.9%	2.7%
SkyWest (United Express)	14,901	11,128	33.9%	14,198	10,370	36.9%	29,099	21,498	35.4%	7.2%
SkyWest (AA)	3,553	5,557	-36.1%	3,677	5,067	-27.4%	7,230	10,624	-31.9%	1.8%
Southwest Air	32,664	34,093	-4.2%	31,641	32,632	-3.0%	64,305	66,725	-3.6%	15.8%
United	21,244	20,469	3.8%	23,876	17,459	36.8%	45,120	37,928	19.0%	11.1%
WestJet	18,255	10,283	77.5%	13,587	8,596	58.1%	31,842	18,879	68.7%	7.8%
Allegiant Air	2,713	285	851.9%	2,291	196	1068.9%	5,004	481	940.3%	1.2%
Flair	377	-	#DIV/0!	144	-	#DIV/0!	521	-	#DIV/0!	0.1%
Frontier	2,764	-	#DIV/0!	2,759	-	#DIV/0!	5,523	-	#DIV/0!	1.4%
Porter	769	-	#DIV/0!	701	-	#DIV/0!	1,470	-	#DIV/0!	0.4%
MN Airlines (Sun Country)	3,501	2,094	67.2%	2,941	1,855	58.5%	6,442	3,949	63.1%	1.6%
Charters	87	-	0.0%	79	-	0.0%	166	-	0.0%	0.0%
TOTAL	210,574	185,605	13.5%	195,932	167,773	16.8%	406,506	353,378	15.0%	100.0%

PASSENGER ACTIVITY REPORT - FISCAL YEAR COMPARISON

	ENPLANED PASSENGERS							DEPLANED PASSENGERS							TOTAL PASSENGERS						
	FY '24-'25	% CHANGE	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21 -'22	FY '24 -'25	% CHANGE	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21 -'22	FY '24-'25	% CHANGE	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21 -'22
July	56,556	↓ -11%	63,647	↓ -6%	68,071	↑ 3%	65,869	56,149	↓ -7%	60,689	↓ -7%	65,593	↑ 3%	63,594	112,705	↓ -9%	124,336	↓ -7%	133,664	↑ 3%	129,463
August	58,673	↓ -1%	59,309	↓ -9%	65,368	↑ 11%	58,793	59,410	↓ -1%	59,947	↓ -7%	64,584	↑ 9%	59,159	118,083	↓ -1%	119,256	↓ -8%	129,952	↑ 10%	117,952
September	69,900	↓ -5%	73,813	↓ -7%	79,599	↑ 21%	65,682	72,788	↓ -6%	77,748	↓ -7%	83,235	↑ 17%	70,984	142,688	↓ -6%	151,561	↓ -7%	162,834	↑ 19%	136,666
October	123,263	↓ -3%	126,702	↑ 5%	120,659	↑ 11%	108,923	135,389	↑ 2%	133,106	↑ 5%	126,798	↑ 8%	117,068	258,652	↓ 0%	259,808	↑ 5%	247,457	↑ 9%	225,991
November	151,801	↓ -6%	162,180	↑ 1%	160,129	↑ 18%	135,677	155,718	↓ -6%	165,290	↑ 4%	159,108	↑ 17%	136,267	307,519	↓ -6%	327,470	↑ 3%	319,237	↑ 17%	271,944
December	163,851	↑ 4%	158,245	↓ -1%	159,846	↑ 17%	136,897	174,654	↑ 5%	166,997	↑ 3%	161,369	↑ 16%	139,630	338,505	↑ 4%	325,242	↑ 1%	321,215	↑ 16%	276,527
January	175,563	↑ 5%	167,926	↓ -1%	169,746	↑ 44%	118,204	179,223	↑ 6%	168,852	↓ -2%	171,910	↑ 44%	119,184	354,786	↑ 5%	336,778	↓ -1%	341,656	↑ 44%	237,388
February	190,572	↑ 2%	186,052	↑ 1%	184,973	↑ 30%	142,206	196,425	↓ 0%	196,544	↑ 4%	188,877	↑ 26%	150,130	386,997	↑ 1%	382,596	↑ 2%	373,850	↑ 28%	292,336
March	250,084	↑ 5%	238,473	↑ 7%	223,314	↑ 10%	202,993	243,366	↑ 4%	234,499	↑ 3%	226,832	↑ 13%	200,890	493,450	↑ 4%	472,972	↑ 5%	450,146	↑ 11%	403,883
April	210,574	↑ 4%	202,219	↑ 1%	200,753	↑ 8%	185,946	195,932	↑ 9%	180,068	↑ 1%	178,600	↑ 4%	172,169	406,506	↑ 6%	382,287	↑ 1%	379,353	↑ 6%	358,115
May				↓ -100%	129,695	↑ 5%	123,736				↓ -100%	116,491	↑ 6%	109,503	-		-	↓ -100%	246,186	↑ 6%	233,239
June				↓ -100%	71,635	↓ -3%	73,861				↓ -100%	66,826	↓ -3%	68,663	-		-	↓ -100%	138,461	↓ -3%	142,524
YTD	1,450,837	↑ 1%	1,438,566	↓ -12%	1,633,788	↑ 15%	1,418,787	1,469,054	↑ 2%	1,443,740	↓ -10%	1,610,223	↑ 14%	1,407,241	2,919,891	↑ 1.3%	2,882,306	↓ -11%	3,244,011	↑ 15%	2,826,028

ITEM 13.A - FUTURE COMMITTEE MEETINGS

Airport Commission Meeting of May 21, 2025

Date	Time	Committee
07/16/2025	3:30 P.M.	Noise Committee
TBD	TBD	Budget and Finance Committee
TBD	TBD	Ad Hoc Design Review Committee
TBD	TBD	Operations, Properties and Facilities Committee
TBD	TBD	Marketing and Business Development Committee

AIRPORT COMMITTEES FY2025-26

REVISED 03-14-25

REPRESENTING	COMMISSIONERS	Marketing (7 Members)	Budget (7 Members)	Operations (7 Members)	Noise (5 Members)	Ad Hoc Design Review (5 Members)
Palm Springs	BANKS, Dave		Member			
Indian Wells	BERRIMAN, Robert			Member	Member	
Palm Springs	BURKE, Todd	Member			Member	Member
Palm Springs	CALDWELL, Daniel	Member		Member		
Palm Springs	CORCORAN, Kevin		Member			Chair
Coachella	DELGADO, Denise			Member		
Palm Springs	EBENSTEINER, Bryan	Member	Member			
Palm Springs	FELTMAN, David			Member		Member
Palm Springs	FONG, J Craig	Member			Chair	
Palm Springs	HEDRICK, Ken		Chair			
La Quinta	KIEHL, Geoffrey		Member			
Palm Springs	MARTIN, Tracy		Member			
Palm Springs	McDermott, Sam	Chair			Member	
Riverside County	PARK, Margaret			Member		
Cathedral City	SAMLASKA, Christian			Member		
Desert Hot Springs	VOSS, Dirk					
Palm Desert	WISEMAN, Kevin	Member		Chair	Member	Member
Indio	WISE, Rick	Member	Member			Member
Rancho Mirage	YOUNG, Keith		Member	Member		Member

*Committee with vacancies