



palm springs
INTERNATIONAL AIRPORT

AIRPORT COMMISSION

OPERATIONS, PROPERTIES AND FACILITIES COMMITTEE AGENDA

Annex Conference Room, Palm Springs International Airport
3400 E. Tahquitz Canyon Way, Palm Springs, CA 92262
Tuesday September 9, 2025 – 3:30 P.M.

Submit your public comment to the Operations, Properties, and Facilities Committee 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 Operations, Properties, and Facilities Committee and retained for the official record.

- 1. CALL TO ORDER**
- 2. POSTING OF AGENDA**
- 3. ROLL CALL**
- 4. ACCEPTANCE OF AGENDA**
- 5. PUBLIC COMMENTS:** Limited to three minutes
- 6. APPROVAL OF MINUTES:** Meeting of 11/20/2024
- 7. DISCUSSION AND ACTION ITEMS:**
 - 7.A** Grass Watering Schedule Update
 - 7.B** Ground Transport Planning Update
 - 7.C** Shade Structure Update
 - 7.D** Las Casuelas/ Paradies Lagardere Update
 - 7.E** Elevator/ Escalator Update
 - 7.E** General Aviation Landing Fees Update
- 8. COMMITTEE MEMBERS REPORTS AND REQUESTS**
- 9. ADJOURNMENT**

AFFIDAVIT OF POSTING

I, Harry Barrett, Jr., Airport Executive Director, City of Palm Springs, California, hereby certify this agenda was posted on September 8, 2025, in accordance with established policies and

PUBLIC NOTICES

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

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

AIRPORT COMMISSION
OPERATIONS, PROPERTIES, AND FACILITIES COMMITTEE
Wednesday, November 20, 2024 – 4:00 P.M.

ACTION SUMMARY MINUTES

1. CALL TO ORDER:

Committee Chairman Wiseman called the Operations, Properties, and Facilities Committee to order at 4:00 p.m.

The meeting was held in-person and via videoconference.

2. POSTING OF AGENDA: Posted on November 14, 2024.

3. ROLL CALL:

Committee Members Present:

Berriman, Caldwell, Feltman, Park (arrived at 4:05 P.M.), Pye (arrived at 4:31 P.M.), Samlaska, Wiseman, and Young

Committee Members Absent:

Delgado

Staff Present:

Jeremy Keating, Assistant Airport Director
Andrew LeCompte, Executive Administrative Assistant
Tanya Perez, Administrative Specialist

Others Present:

Fred Bell, Chairman of Palm Springs Air Museum

4. ACCEPTANCE OF AGENDA:

MOTION BY COMMITTEE MEMBER CALDWELL, SECOND BY COMMITTEE MEMBER BERRIMAN, CARRIED UNANIMOUSLY, to approve the agenda as presented.

5. PUBLIC COMMENTS: None

6. APPROVAL OF MINUTES:

MOTION BY COMMITTEE MEMBER CALDWELL, SECOND BY COMMITTEE MEMBER BERRIMAN, CARRIED 4 – YES AND 2 - ABSTAINED, to approve the Operations, Properties, and Facilities Committee Meeting Minutes of May 1, 2024.

7. ACTION AND DISCUSSION ITEMS:

7.A Winglet Art

Assistant Airport Director Keating introduced Fred Bell, Vice Chairman of the Palm Springs Air Museum (PS Air Museum). Mr. Keating shared that Mr. Bell had approached both the Executive Director of Aviation Barrett and himself regarding an art piece that required further discussion on where it could be placed within the Airport. Mr. Keating then asked Mr. Bell if he had a photo of the art piece. Mr. Bell responded by asking Mr. Keating to obtain the photo while he provided background information to the Committee.

Mr. Bell explained that the PS Air Museum had been approached by aviation partners Boeing, the company that designs winglets for jets operating at the Palm Springs International Airport (Airport). They had created a full-size winglet standing 16 feet tall, painted with the American flag. He noted that the art piece had originally been used as a demonstration model and was valued at approximately \$1.5 million.

Mr. Bell stated that the art piece was not a good fit for the PS Air Museum since the PS Air Museum didn't fly aircrafts, and he believed it would be an excellent fit for the Airport because it was a real piece of aviation equipment that highlighted the Airport's identity. He explained that Boeing had to approve the shipping and display, reflecting the significance of securing the art piece. Mr. Bell shared a historical connection, noting that Joe Clark, the person that invented the art piece, had lived and passed away in the Palm Springs area. This added a local heritage element to the art piece. He further explained that the art piece could rotate or remain stationary, a video was displayed on screen showing the art piece rotating.

Mr. Bell advised that Airport staff had suggested two potential locations. A photo of Location 1 in the Agua Caliente Concourse was shown on the screen, and Mr. Keating provided a description of the space on screen for the Committee's consideration. Mr. Bell noted that the display would be consistent with exhibits like those by McLaren Automotive, and he emphasized that the Agua Caliente Concourse did not feature any aviation-related elements. He explained that the display would also include four informational signages covering:

1. Joe Clark and his Palm Springs connection.
2. The Airport and its expansion.
3. The PS Air Museum.
4. The Airport's military history.

Mr. Bell emphasized that the Airport's history dated back nearly 100 years and that this heritage should be highlighted.

Committee Member Fong asked if the art piece had to remain indoors. Mr. Bell confirmed that it does need to remain indoors, explaining that if it were placed outdoors the paint would deteriorate, the aluminum and composite materials would not survive, and liability and power issues would also be a factor. Mr. Bell added that the art piece would be self-contained with a base, requiring only the development of the signage language.

Chairman Wiseman asked about insurance requirements. Mr. Bell stated that the PS Air Museum would insure the art piece. Mr. Keating emphasized that there would be no Airport funding involved, and the PS Air Museum would handle all aspects of bringing in and installing the art piece. An agreement would be drafted showing that the art piece was on loan to the Airport.

Committee Member Hedrick asked about the maintenance requirements. Mr. Keating stated that the art piece would only need to be dusted. Mr. Bell added that the PS Air Museum's staff would check on the art piece every couple of weeks to ensure it was maintained. Committee Member Feltman asked whether maintenance requirements were covered in the agreement. Mr. Keating confirmed the maintenance requirements would be covered in the agreement, noting it would be the PS Air Museum's responsibility. Mr. Bell reiterated that there would be no cost or liability to the Airport.

Committee Member Berriman inquired how the art piece would fit with the Agua Caliente Concourse activation space. Mr. Keating responded that the art piece had a newer look, as would the activation space, however, he could not confirm compatibility until it was all seen together. Committee Member Berriman added that seeing the proposed Location 2 photo would help. Chairman Wiseman clarified Location 1 was in the center of the Agua Caliente Concourse, while Location 2 was off to the right. Mr. Bell stated that Location 2 was on the far wall to the right as well.

Mr. Bell also advised that if the Airport declined the art piece, other parties were interested in the art piece, emphasizing its value. Mr. Keating stated that the agreement would be for one year or possibly month-to-month. Mr. Bell stated he believed the terms of the agreement would be for one year.

Committee Member Feltman requested that Airport staff notify the Agua Caliente Tribe before the installation to avoid any surprises. He explained that he had been working with the Public Arts Commission for 18 months without progress, and this iconic art piece was now available and that Airport staff should move quickly. Mr. Keating confirmed it would be installed quickly and agreed that keeping the Agua Caliente Tribe informed was important.

Committee Member Young raised concerns about sightlines and asked if alternative locations existed. Mr. Bell confirmed that due to its size, the art piece was challenging. Mr. Keating noted there was a second location as an option, and an image of Location 2 was displayed on screen.

Mr. Bell highlighted that the art piece's 16-foot height could cause pedestrian flow issues if placed near a main doorway, as people might stop to take photographs, creating a traffic trap. However, he stressed its unique historical meaning and its value in reminding travelers of the Airport's military history. He emphasized that the Airport had once been the largest U.S. Air Base, and the art piece would help educate the public of that. He further stated there should be no conflict with Agua Caliente's design materials, as the art piece could be positioned behind the Agua Caliente's activation space.

Committee Member Young asked about the ability to relocate the art piece later if it was determined it was not a suitable space. Mr. Bell confirmed that the art piece could be moved, noting that Boeing, not the PS Air Museum, would be responsible for the installation and removal if needed.

Chairman Wiseman stated that the Committee appeared to agree that the art piece was great and asked for any objections. Committee Member Caldwell reiterated his support for the art piece. Mr. Bell added that the PS Air Museum's intent was not to disrupt any existing plans. Chairman Wiseman asked about next steps and whether a motion was needed. Mr. Keating stated that if the Committee supported proceeding with placing the art piece in the Agua Caliente Concourse, the matter could be taken to the next Airport Commission meeting for a recommendation to the City Council.

Chairman Wiseman asked if he could include the item in his Committee Summary Report for the Airport Commission. Mr. Keating agreed but was unsure if it could be voted on in the November 2024 Airport Commission meeting. Executive Administrative Assistant LeCompte stated it could not be voted on as it was not included on the agenda. Mr. Keating explained that Airport staff had attempted to advance the matter to the November 2024 Airport Commission meeting, and given the timing, it would not be presented until the December 2024 Airport Commission meeting for a motion and vote. Mr. LeCompte confirmed. Mr. Bell suggested this topic be mentioned in the November 2024 Airport Commission meeting for awareness, though voted on in December 2024. Mr. Keating agreed.

Committee Member Caldwell asked whether this action was a motion or recommendation. Chairman Wiseman clarified it was a recommendation. Mr. Keating confirmed Airport staff would ensure the item was included in the December 2024 Airport Commission agenda packet. Mr. Bell stated he would be present at the meeting to answer questions that may arise.

7.B Earthquake Plan

Chairman Wiseman recalled that a few years earlier an earthquake in Turkey had caused major devastation and inquired about the Airport's emergency preparedness and any estimates on how functional the Airport would be in the event of a similar situation.

Assistant Airport Director Keating shared that the Airport maintained an Airport Emergency Plan, which included protocols for earthquake responses. He reported that the Airport was in the process of hiring its first Airport Emergency Planning Administrator, a role that had not previously existed. Mr. Keating explained that in the past the Airport had relied on the City of Palm Springs Emergency Planning Administrator for support during emergency situations, such as the 2024 hurricane event. By hiring an Airport Emergency Planning Administrator, the Airport would have direct resources to manage not only earthquakes but also aircraft accidents, incidents, and broader preparedness efforts.

Mr. Keating added that in 2018 an earthquake site survey had been conducted that provided valuable data, and the Airport also participated in annual Great Shakeout earthquake drills.

Mr. Keating further reported that the Governor's Office of Emergency Services (Cal OES) had visited the Airport to provide guidance and coordination resources. Cal OES began discussions with Airport staff regarding how the Airport could serve as a distribution center in the event of a major earthquake. He noted that Cal OES emphasized that in such a scenario, the region could be cut off and supplies would have to be trucked in from the South. Mr. Keating stated that these discussions would be overseen and advanced by the Airport Emergency Planning Administrator once that position was filled.

Mr. Keating also shared that the Airport was participating in a pilot study with the University of California (UC) Berkeley and Cal OES to evaluate early warning earthquake technology. He reported that the study was expected to be completed by April or May 2025, with findings, recommendations, and cost assessments to determine what technology could be implemented at Airports to provide advance warnings.

As an example, Mr. Keating cited the MyShake mobile application, which could notify users of an earthquake approximately 20 seconds in advance. While that was not a large amount of time, he explained that earthquakes generated different wavelengths, and such systems could still prove beneficial in reducing risk and improving safety.

In addition, he stated that Airport staff continued to gather data on impacts from different magnitudes of earthquakes. Based on information provided by the City of

Palm Springs Airport Emergency Planning Administrator, the Airport was expected to withstand an earthquake up to a 6.0 to mid-7.0 magnitude.

Mr. Keating further noted that the Airport contributed to the Coachella Valley regional earthquake plan. While there were no formal agreements in place with Cal OES or private companies for earthquake scenarios, Airport staff continued to participate in discussions and explore preparedness options.

Committee Member Feltman inquired whether the Airport was directly involved in firefighting efforts or if those responsibilities were managed elsewhere. Mr. Keating responded that firefighting operations were handled out of San Bernardino, which maintained a dedicated firefighting base in coordination with wildlife services. He added that approximately six months earlier, a training exercise had been conducted in partnership with the PS Air Museum, during which C-130 Aircrafts had carried out training operations while using the Museum's classrooms. Committee Member Feltman asked if that exercise had been part of the San Bernardino operation. Mr. Keating confirmed that it was.

Committee Member Samlaska asked about the timeline for the new Airport Emergency Planning Administrator to begin work. Mr. Keating responded that the position was expected to start over the next few months. Committee Member Samlaska clarified by asking if that meant early 2025. Mr. Keating confirmed that was probable.

7.C Wi-Fi Update

Assistant Airport Director Keating reported that all indoor areas of the terminal had been fully upgraded, and there should be no further connectivity issues inside the building. He explained that the next phase of the project involved connecting all outdoor areas, which would include the courtyards and the front of the terminal, that had been the primary focus areas.

Mr. Keating noted that there had been multiple site walks with both the cabling vendor and the City of Palm Springs Information Technology (IT) Department. He stated that the project was in the final stages, with the cabling vendor in the process of obtaining badges and preparing access points for the pre-work needed to install cables.

Mr. Keating estimated that by January 2025, there would be complete connectivity from the courtyard through the terminal. He also advised that some outdoor areas were already benefiting from coverage that extended outward from the existing indoor access points.

Chairman Wiseman asked whether the areas being upgraded also included the concession's locations. Mr. Keating advised that Airport staff were still waiting for confirmation from the tenants regarding those spaces. He explained that because

concession areas were leased spaces that those areas were not directly under the Airport's control. However, he emphasized that Airport staff recognized the importance

of ensuring there were no issues with access points in those areas and were actively working through the matter.

Committee Member Feltman noted that while he was excited about the strong indoor Wireless Fidelity (Wi-Fi) and the planned outdoor expansion, he raised concern about the need for a regular process to measure performance metrics. He explained that systems could fail or underperform, and without a structured method of assessment, such issues could remain unresolved for extended periods.

He added that because passengers and guests might not know what to ask for or how to report connectivity problems, the Airport should consider implementing an automated dashboard or monitoring system that would indicate whether service levels were meeting established standards.

Mr. Keating acknowledged the point, stating that the vendor did not have a data dashboard to track Wi-Fi performance and that nothing of that type was in place. However, he shared that Airport staff could work with the City's IT Department to explore what reporting or monitoring options might be available. Committee Member Feltman reiterated that some form of reporting tool should be provided to ensure visibility on performance and reliability for accountability purposes.

Chairman Wiseman commented that it was surprising that Wi-Fi providers did not offer a centralized monitoring system. He remarked that in his previous office he worked at, the IT Department had the ability to check whether the Wi-Fi was functioning properly at any given time.

Mr. Keating reiterated that while the vendor had the ability to view live Wi-Fi data and confirm its functionality, they were unable to produce a structured report or dashboard for ongoing tracking.

Committee Member Feltman stated that while this was not a conversation about designing a system, the Operations, Properties, and Facilities Committee had a responsibility to ensure there was a regular and consistent process in place. He emphasized the need for oversight to prevent situations where Wi-Fi service in each location could remain down for months without anyone realizing it.

Mr. Keating responded that Airport staff were in place to address these issues and could provide updates. He added that if the Committee desired, staff could also

provide a quarterly update on Wi-Fi performance. Committee Chairman Wiseman stated that there should be a proactive process to ensure the system was always functioning properly.

Committee Member Caldwell observed that he assumed Airport staff used the public Wi-Fi as part of their daily work, which would help identify issues. Committee Member

Feltman clarified that staff primarily used a separate staff Wi-Fi network, not the public Wi-Fi, and therefore problems with the public system could go unnoticed.

Mr. Keating acknowledged the concern and noted that while staff occasionally used public Wi-Fi when moving between locations, he would explore what options could be provided to improve monitoring and share performance data as requested.

7.D Parking Planning & Vision

Assistant Airport Director Keating reported that some information on parking planning and long-term vision had previously been provided at the May 1, 2024 Operations, Properties, and Facilities Committee meeting. He noted that there was still a significant amount of work needed in this and that there were no newly finalized details to provide.

Mr. Keating explained that Airport staff had been working with the Airport's On-Call Planning Services Consultant, InterVISTAS Consulting, LLC, to evaluate and develop concepts for parking and car rental relocations. He emphasized that everything remained in the concept development phase, and that due to shifting priorities and needs, there had already been multiple changes to the concepts under consideration.

Mr. Keating added that he could share what Airport staff believed was the direction of the planning efforts and presented an image on the screen to illustrate the potential locations under review. He showed the area where the baggage claim would expand, the rental car lot relocation to the overflow lot, and the updated bus drop-off and pick-up areas, noting that shuttles would circle around and return to the rental car area. He also highlighted the public parking area, noting that Lots A and B could not be altered

because they were historically protected by the National Register of Historic Places (NRHP). He emphasized that Airport staff did not want to lose any additional parking capacity.

He further explained that Transportation Network Companies (TNCs) had also been discussed, and it was determined they would need to remain in their existing location temporarily, pending final decisions on other relocation options.

Chairman Wiseman asked if the relocation of the shuttle buses would open additional space for parking pick-up areas. Mr. Keating shared that the relocation would place shuttle buses in the commercial lanes where the taxi companies were located. Chairman Wiseman added that there was a spot further ahead that might be useful. Mr. Keating responded that while there was a small shuttle bus area in that location, it was limited in size and could not accommodate much capacity.

Committee Member Caldwell clarified that the proposed relocations were temporary. Mr. Keating confirmed that the changes were temporary and reminded the Committee

that the ultimate Master Plan focused on the Airport's 20-year development. He explained that a short-term plan had to occur first, involving interim moves, before the Airport could progress into long-term Master Plan improvements.

Committee Member Young inquired whether, as the Airport entered the busy season, any of the proposed changes would create impacts or displacements. Mr. Keating stated that there would be no impacts or displacements. Committee Member Young further asked if there were any different plans in place for navigating seasonal passenger volumes compared to prior years. Mr. Keating clarified that there were no changes and that operations would remain the same. He added that the planning process would take several years to implement.

Chairman Wiseman shared his concern regarding the increasing distance between the baggage claim and the TNC pick-up area, noting that it impacted customers. Mr. Keating advised that passengers currently exited baggage claim and walked directly across the street to access the TNC area. Chairman Wiseman stated that one of the most common complaints received was the distance and wait times for TNCs. Mr. Keating shared that there was nothing that could be done at that time.

Committee Member Berriman inquired whether a structure was planned for the TNC area. Mr. Keating stated that this would be a discussion item at the Airport Commission meeting scheduled to take place following the Committee meeting that evening.

Committee Member Berriman then asked if the planning discussion was related to the environmental review for the baggage claim. Mr. Keating clarified that there were no environmental aspects underway, as the environmental review had already concluded. Chairman Wiseman added that the decision had been made to begin the process over again. Mr. Keating confirmed that was correct.

Peter, a member of the public, inquired about what the acronym TNC stood for. Chairman Wiseman responded that it referred to companies such as Uber, Lyft, and taxi companies. Mr. Keating added that those companies were formally categorized as Transportation Network Companies.

7.E Grass Watering Schedule

Chairman Wiseman recalled that at the July 12, 2024, Marketing and Business Development Committee meeting, a summary of public comments had been presented. One comment stated that grass was being watered during the daytime in summer, which the commenter felt was an unsustainable and wasteful use of water. Chairman Wiseman asked whether watering during the day was indeed wasteful, or if watering practices differed in California compared to other states due to weather.

Assistant Airport Director Keating advised that the Airport did not control its water or landscaping directly, as those responsibilities were overseen by the City of Palm

Springs Maintenance and Facilities Department. He explained that Airport staff had been working to regain oversight of watering and landscaping, and that the City dictated how irrigation systems operated, how often watering occurred, and at what times. The Maintenance and Facilities Department had advised that they followed the Clean Water Act (CWA) rules and protocols.

Mr. Keating added that Airport staff were pursuing an Agreement to obtain more control of water and landscaping management, as a significant portion of the Airport's operations involved landscaping. He further reported that Airport staff were working with the Airport's On-Call Architectural Consulting Company, M. Arthur Gensler Jr. & Associates, Inc., to evaluate and redesign the landscape areas. The goal was to address areas of dead grass and improve the overall landscaping condition, while ensuring compliance with the City's Maintenance and Facilities Department ordinances. He expressed optimism that improvements could be achieved over the next few years as these redesigned efforts moved forward.

Mr. Keating also emphasized that much of this work had been delayed due to staffing shortages, as existing Airport staff had been stretched too thin to advance the projects at the desired pace.

Committee Member Young asked whether the Airport had previously controlled landscaping and water management, then transferred that control to the Maintenance and Facilities Department, and was now planning to regain oversight due to staffing shortages. Mr. Keating responded that he did not believe that was the case. He explained that Airport staff had been gradually bringing back certain agreements under Airport oversight, such as plumbing and basic services, which had historically been managed by the Maintenance and Facilities Department.

Committee Chairman Wiseman asked about the timing of regaining oversight of landscaping and irrigation. Mr. Keating advised that staff had not yet discussed timing specifics, and that the Maintenance and Facilities Department had indicated it had the matter under control. He added that he could request a detailed watering schedule from the Maintenance and Facilities Department if desired. Chairman Wiseman responded and asked Airport staff to do what they can. Mr. Keating stated that he would investigate and obtain the information. Chairman Wiseman added that the

Airport should press the City's Maintenance and Facilities Department for this information, noting that this would be the best way to ensure accountability.

Committee Member Caldwell commented that he had not been aware the Airport had landscaping issues. Chairman Wiseman agreed, stating yes, we would never think so. Mr. Keating confirmed that the Airport did have issues and that improvements were needed.

Committee Member Samlaska asked if, since the Maintenance and Facilities Department controlled watering, problems could arise if irrigation was not done

properly during the daytime or summer months, and whether that could create negative impacts. Mr. Keating responded that it could. Committee Member Samlaska added that even if responsibility were returned to the Airport, that would be the type of question he would still have. Mr. Keating replied that if oversight returned to the Airport, staff would have greater control. He added that Airport maintenance staff did not even know where the control panels were located.

Mr. Keating emphasized that Airport staff were slowly trying to regain oversight, as he believed this responsibility should not go through the Maintenance and Facilities Department. He explained that progress was taking time due to a long-term Agreement the City's Maintenance and Facilities Department had in place, which required coordination with Procurement and Contracting Department to resolve. He added that the Airport staff were working toward regaining full control of landscaping and irrigation.

Committee Member Young shared that he was delighted to see the Climate Action and Sustainability Specialist position moving forward. He inquired whether this position would have an influence over landscaping, water use, and related issues.

Assistant Airport Director Keating confirmed absolutely, stating that the position would influence and help guide sustainability-related matters such as these.

7.F Air Conditioning Issues

Chairman Wiseman noted that several public comments had referred to air conditioning failures. He observed that, based on the timing of the comments, the issue may have occurred in the early morning hours when the air conditioning system was not functioning properly. Assistant Airport Director Keating stated that he believed that the problem was specific to one of the concessionaires. Chairman Wiseman acknowledged that possibility. Mr. Keating added that the concessionaire had not designed their air conditioning system properly, which resulted in the Airport receiving blame for the failures. He noted that on some occasions the concessionaire had been forced to close early due to the excessive heat. He further explained that the concessionaire ultimately redesigned its entire air conditioning system which has resolved the issue.

8. COMMITTEE MEMBERS REPORTS AND REQUESTS:

Committee Member Feltman inquired about the Hanukkah Menorah Decorations that had been discussed the prior year when holiday decorations were being installed, noting that no Hanukkah Menorah Decorations were in place at the time. Assistant Airport Director Keating shared that he did not have the opportunity to go around to

view all the decorations but stated that he was aware there were three Menorahs ordered. Committee Member Feltman responded that he had not seen them anywhere and asked if Airport staff could advise on their locations. Mr. Keating stated that he was not sure where the menorahs were placed but would find out and provide the information. Committee Member Feltman added that he had gone through the Airport earlier in the day and had not seen them but acknowledged he may have missed them. Mr. Keating asked if he could email the information once confirmed. Committee Member Feltman agreed that email would be sufficient.

Committee Member Feltman shared that Diwali was approaching and noted that the Airport served a significant number of South Asian tourists and residents, including the Chairman of the International Film Festival. Mr. Keating advised that Diwali was not included in the current decoration plan, which primarily focused on Christmas and other major holidays. Committee Member Feltman suggested that it could be added as an additional cultural representation. Mr. Keating stated that he would add it to the list for consideration.

9. ADJOURNMENT:

The Airport Operations, Properties, and Facilities Committee Meeting adjourned at 5:49 P.M.

Tanya Perez
Interim Executive Administrative Assistant



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July 2, 2025

PSP Airport Watering Schedule July 2025

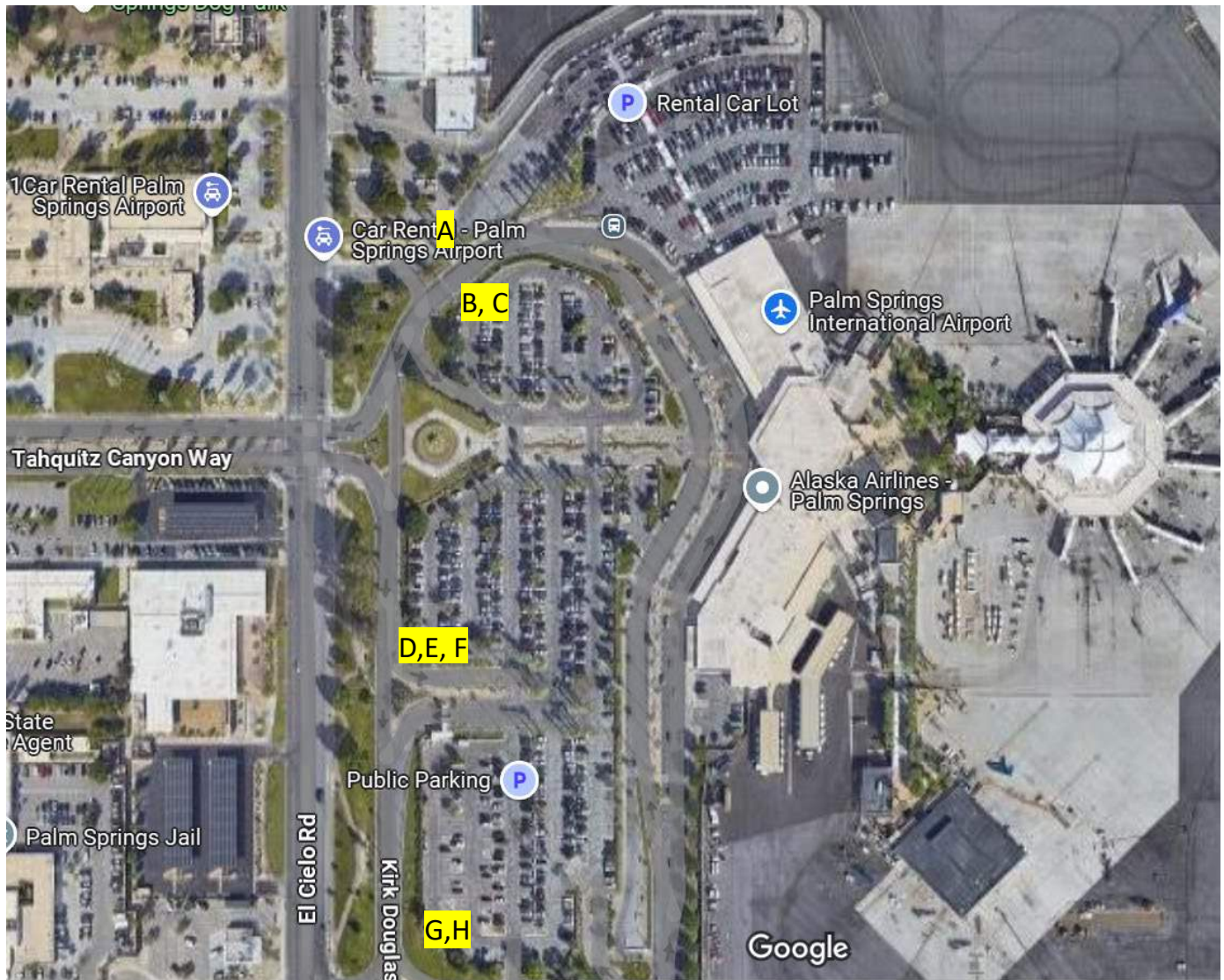
DESCRIPTION: The irrigation schedule is current as of July 2, 2025. Please see below for the current start times for each controller. **Please Note: Since multiple controllers have their water flow coming from the same backflow it may take multiple hours for one program to complete their cycle due to multiple stations and overlay protection.**

- The grass is currently being watered (3) times per day on Monday, Tuesday, Wednesday, Thursday, Saturday, and Sunday
- The plants are being watered (2) time per day on Monday, Tuesday, Thursday, and Saturday.

<u>Controller A</u> Program 1 grass 4am, 7pm, and 12am Program 2 plants 7am and 10am	<u>Controller B</u> Program 2 grass 8pm, 11pm, and 3am Program 1 plants 11am and 3pm	<u>Controller C</u> Program1 grass 5am, 9pm, and 1am Program 2 plants 9am and 12pm	<u>Controller D & E</u> Program 2 grass 3am, 7pm, and 12am Program 1 plants 11am and 4pm
<u>Controller F</u> Program1 plants 10am and 5pm	<u>Controller G</u> Program 1 grass 5am, 10pm, and 1:30am Program 2 plants 7:30am and 11:30am	<u>Controller H</u> Program 1 grass 6am and 8:30pm Program 2 plants 1pm and 6pm	<u>Controller I</u> Program 2 grass 7pm, 11pm, and 4am Program 1 plants 8am and 12pm
<u>Controller M</u> Program 1 grass 5am, 8pm, and 11pm Program 2 plants 7pm	<u>Controller N</u> Program 1 grass 6am, 9pm, and 1am	<u>Ramon & Kirk Douglas Controller (O)</u> Program 1 Plants 9am and 2pm	
<u>Kirk Douglas Controller (P)</u> Program 2 Grass 7pm, 10pm, and 5am Program 1 Plants 9pm and 2am			



The controllers are inside a grey square metal box labeled irrigation controller





Universal Green, LLC

