



AIRPORT COMMISSION MEETING AGENDA

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

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

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

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

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

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

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

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

7. DISCUSSION AND ACTION ITEMS:

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

8. EXECUTIVE DIRECTOR REPORT

9. COMMISSIONERS REQUESTS AND REPORTS

10. REPORT OF COUNCIL ACTIONS:

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

11. RECEIVE AND FILE:

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

12. COMMITTEES:

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

ADJOURNMENT:

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

AFFIDAVIT OF POSTING

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

PUBLIC NOTICES

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

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

FOLLOW-UP TO STRATEGIC PLANNING SESSION UPDATE



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Airport Comparisons

DECEMBER 20, 2023

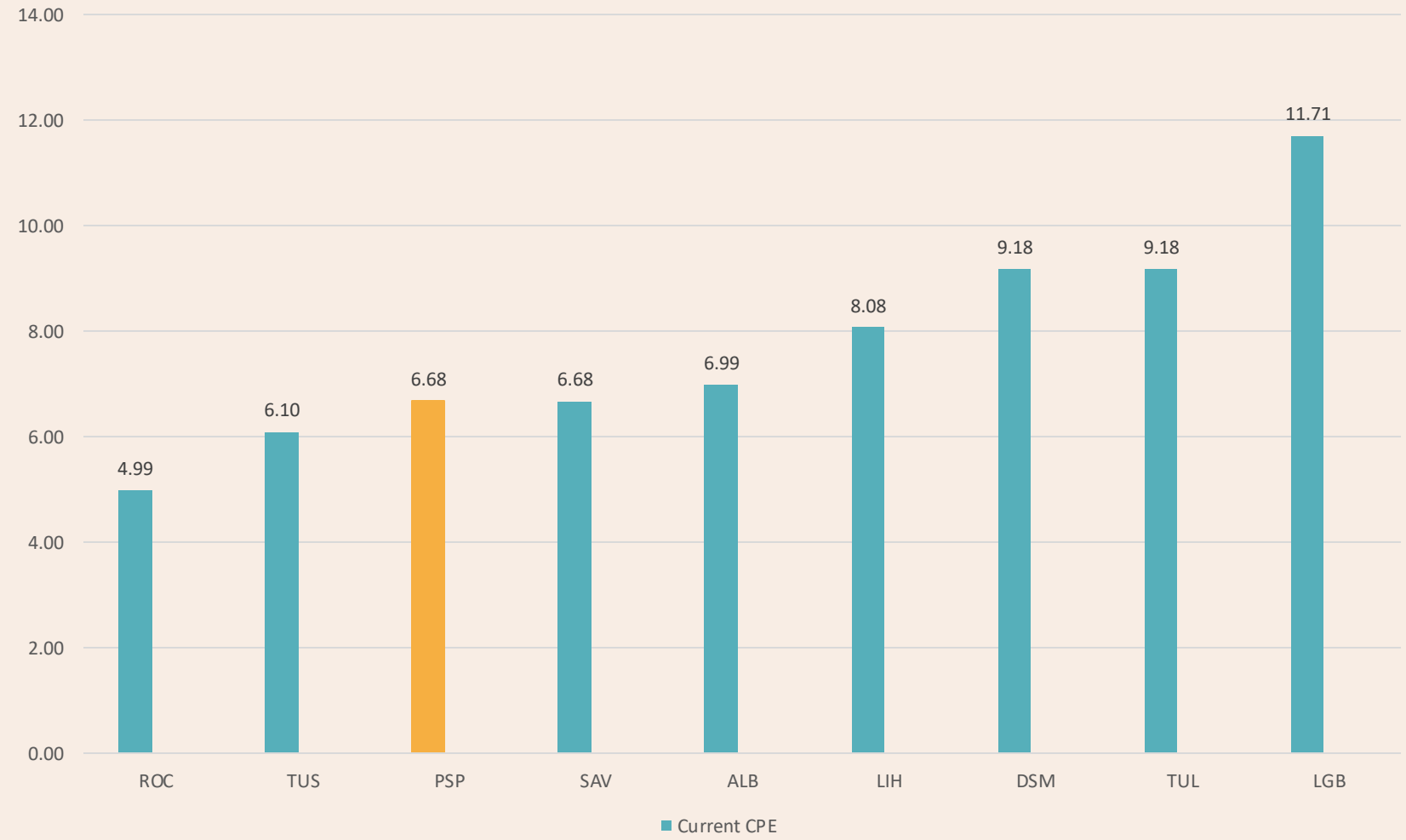
Enplanements - 2022

*Passengers
onboarding a
commercial
aircraft.*



Cost Per Enplaned Passenger - 2022

*Passenger
airline
aeronautical
revenue*



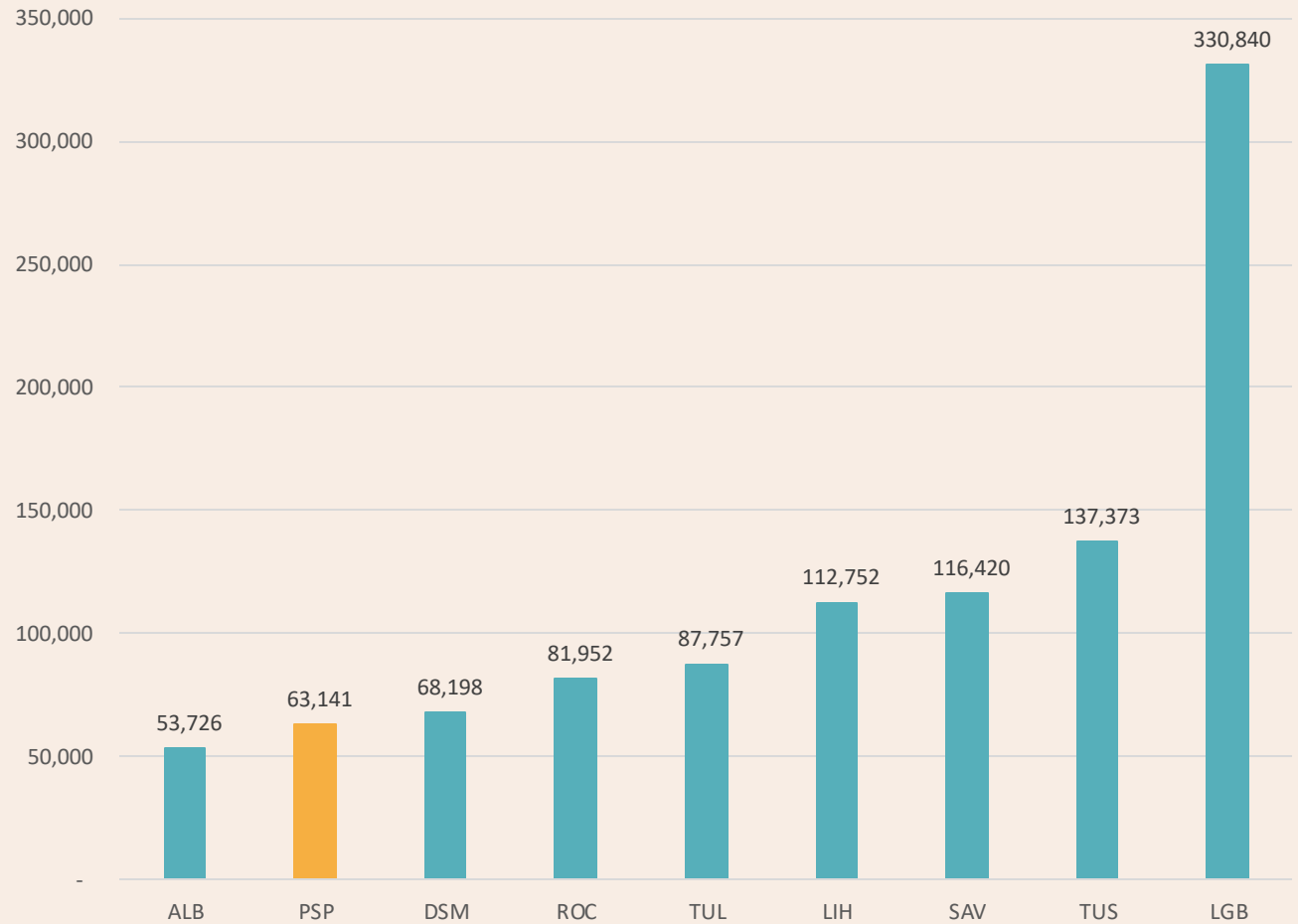
Signatory Landing Fees per 1,000 lbs – 2022

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



Aircraft Operations - 2022

Aircraft operations for PSP totaled 63,141





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Baggage Handling System Fees

DECEMBER 20, 2023

Baggage Handling System Fees

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



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Capital Improvement Projects

DECEMBER 20, 2023

Capital Improvement Projects

Fiscal Year 2022-23 Airport Capital Projects

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

Capital Improvement Projects

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

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

Capital Improvement Projects

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

Capital Improvement Projects

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

Thank you.



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Master Plan Update



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Terminal Area Alternatives

DECEMBER 20, 2023

Alternative 1A Expand & Renovate

Alternative 1A Summary

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



Advantages of Alternative 1A

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



Disadvantages of Alternative 1A

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

Alternative 3 Replace

Alternative 3 Summary

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



Advantages of Alternative 3

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



Disadvantages of Alternative 3

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

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

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

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

Tony Michaelis

Questions/Comments:

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

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

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

Robert Berriman

Questions/Comments:

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

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

Jan Pye

Questions/Comments:

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

Alternative 3

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

Alternative 1A

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

These observations lean more toward Alternative 3.

2. Terminal Area Alternatives from Commission meeting Dec 6

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

Disadvantages of Alternative 1A:

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

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

Disadvantages of Alternative 3

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

3. For Efficiency:

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

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

Keith Young

Questions/Comments

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

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

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

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

David Feltman

Comments:

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

J Craig Fong

Comments:

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

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

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

Scott White - Visit Greater Palm Springs

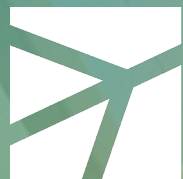
Comments:

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

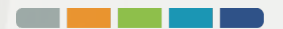
Palm Springs Airport Master Plan

Airport Commission Briefing

December 20, 2023



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Agenda

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

Mead
& Hunt

Alt 1A and Alt 3 Phases and Cost Estimates



Refined Alternatives 1A and 3

➔ Alternative 1A – Renovate and Expand

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

➔ Alternative 3 – Replace

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

Alternatives Summary



Phase 1



Phase 2



Phase 3



Phase 4



Phase 4



Phase 1



Phase 2



Phase 3

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

Alternative 1A

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

Alternative 3

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

Cost Estimates by Phase

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

Source: Leyland Saylor

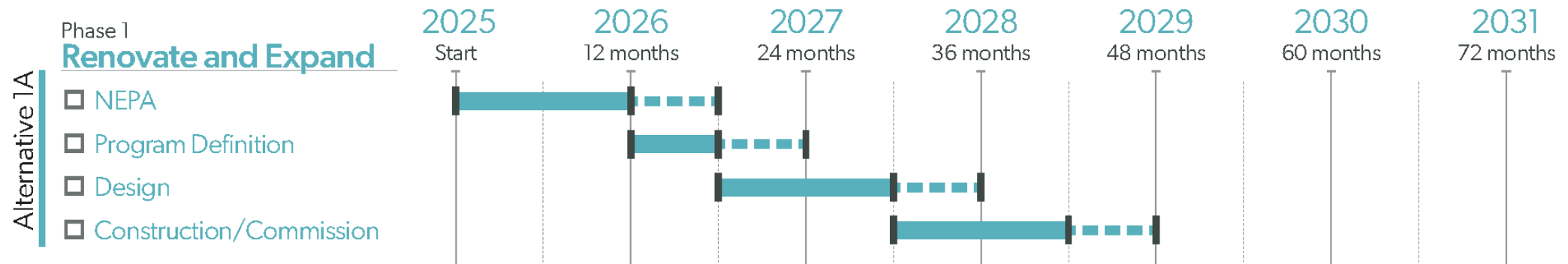


Mead
& Hunt

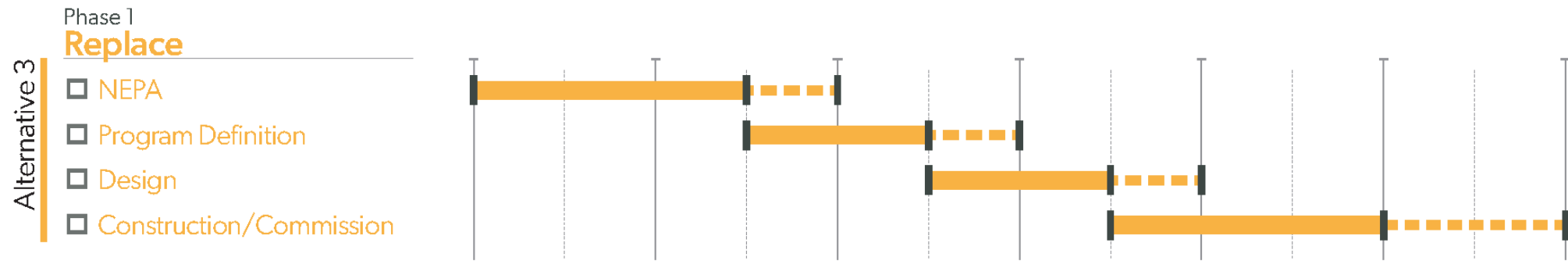
Updated Timeline



Estimated Schedule



Phase 1 - Terminal Programming, Design, and Construction



Phase 1 - Terminal Programming, Design, and Construction

LEGEND

- Best Case Timeline
- Potential Timeline



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Terminal Project Benchmarking



Terminal Project Benchmarking

NOT apples to apples

| <i>Airport</i> | <i>2022 Enplanements</i> | <i>Number of New Gates</i> | <i>Cost of Program</i> | <i>Cost per Gate</i> |
|------------------------------------|--------------------------|----------------------------|------------------------|----------------------|
| PSP (Alt 1A TOTAL PROGRAM) | 1,499,987 | 16 | \$2,207,886,262 | \$137,992,891 |
| PSP (Alt. 3, TOTAL PROGRAM) | 1,499,987 | 14 | \$2,786,979,408 | \$199,069,958 |
| MCI (Kansas City, MO) | 4,796,476 | 39 | \$1,500,000,000 | \$39,000,000 |
| BUR (Burbank, CA) | 3,054,729 | 14 | \$1,240,100,000 | \$53,000,000 |
| CMH (Columbus, OH) | 3,618,555 | 35 | \$2,000,000,000 | \$58,000,000 |
| MOB (Mobile, AL)** | 262,048 | 5 | \$330,000,000 | \$66,000,000 |
| MSY (New Orleans, LA) | 5,931,899 | 35 | \$1,300,000,000 | \$38,000,000 |
| DSM (Des Moines, IA)*** | 1,368,130 | 6 | \$448,125,000 | \$75,000,000 |

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

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

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

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Feedback and Questions from Airport Commissioners



Commissioner Feedback

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

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

*Need Staff and
Consultant
recommendation
on a preferred
alternative*

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

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

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

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

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

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



Commissioner Questions

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

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

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

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

Can the proposed parking area realistically be purchased?

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

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



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Questions/Discussion



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Backup Slides



Alternative 1A – Phase 1

Phase ROM Cost ≈ \$900M



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

Aircraft Parking 23 (25 Narrow Body)

LEGEND:

- EXISTING SIGNAL
- PROPOSED SIGNAL

- AIRCRAFT AT GATE
- AIRCRAFT RON
- AIRCRAFT MOVEMENT AREA

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

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

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

Alternative 1A – Phase 2

Phase ROM Cost ≈ \$1.1B (\$2B Total)

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

Aircraft Parking Count: 22 (24 Narrow Body)

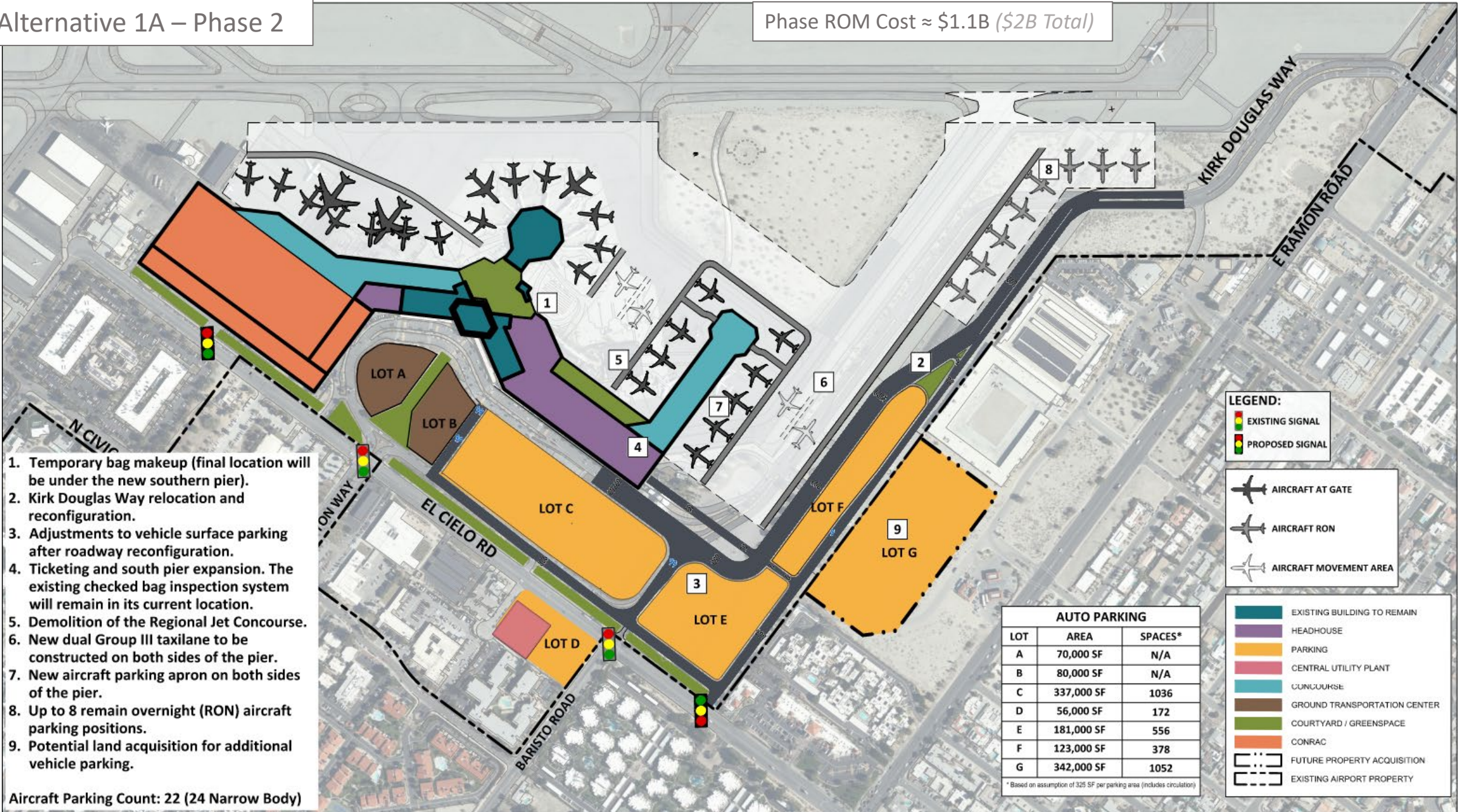
| AUTO PARKING | | |
|--------------|------------|---------|
| LOT | AREA | SPACES* |
| A | 70,000 SF | N/A |
| B | 80,000 SF | N/A |
| C | 337,000 SF | 1036 |
| D | 56,000 SF | 172 |
| E | 181,000 SF | 556 |
| F | 123,000 SF | 378 |
| G | 342,000 SF | 1052 |

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

LEGEND:

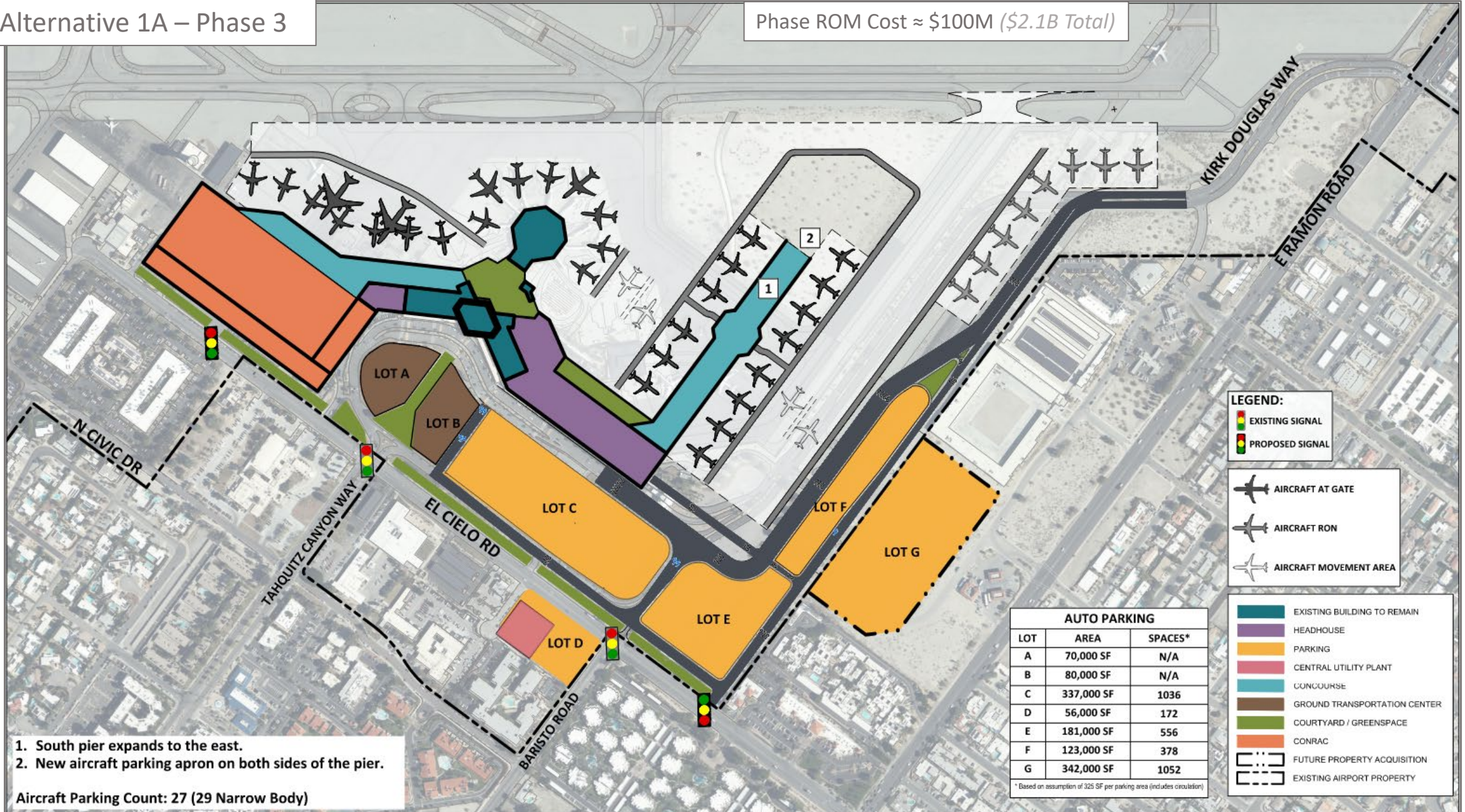
- EXISTING SIGNAL
- PROPOSED SIGNAL
- AIRCRAFT AT GATE
- AIRCRAFT RON
- AIRCRAFT MOVEMENT AREA

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



Alternative 1A – Phase 3

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



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

Aircraft Parking Count: 27 (29 Narrow Body)

LEGEND:
 EXISTING SIGNAL
 PROPOSED SIGNAL

AIRCRAFT AT GATE
 AIRCRAFT RON
 AIRCRAFT MOVEMENT AREA

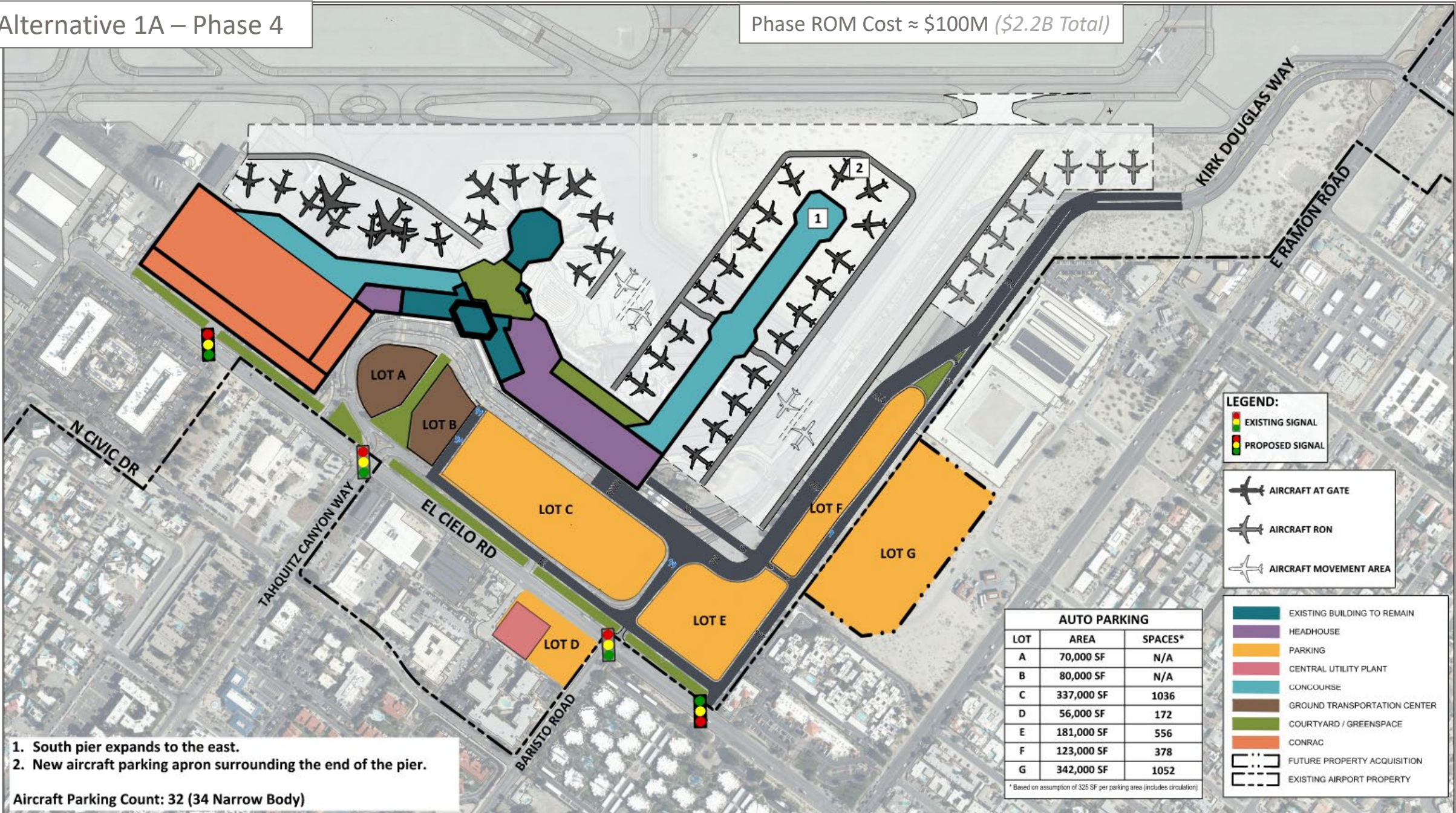
| AUTO PARKING | | |
|--------------|------------|---------|
| LOT | AREA | SPACES* |
| A | 70,000 SF | N/A |
| B | 80,000 SF | N/A |
| C | 337,000 SF | 1036 |
| D | 56,000 SF | 172 |
| E | 181,000 SF | 556 |
| F | 123,000 SF | 378 |
| G | 342,000 SF | 1052 |

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

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

Alternative 1A – Phase 4

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



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

Aircraft Parking Count: 32 (34 Narrow Body)

LEGEND:
 EXISTING SIGNAL
 PROPOSED SIGNAL

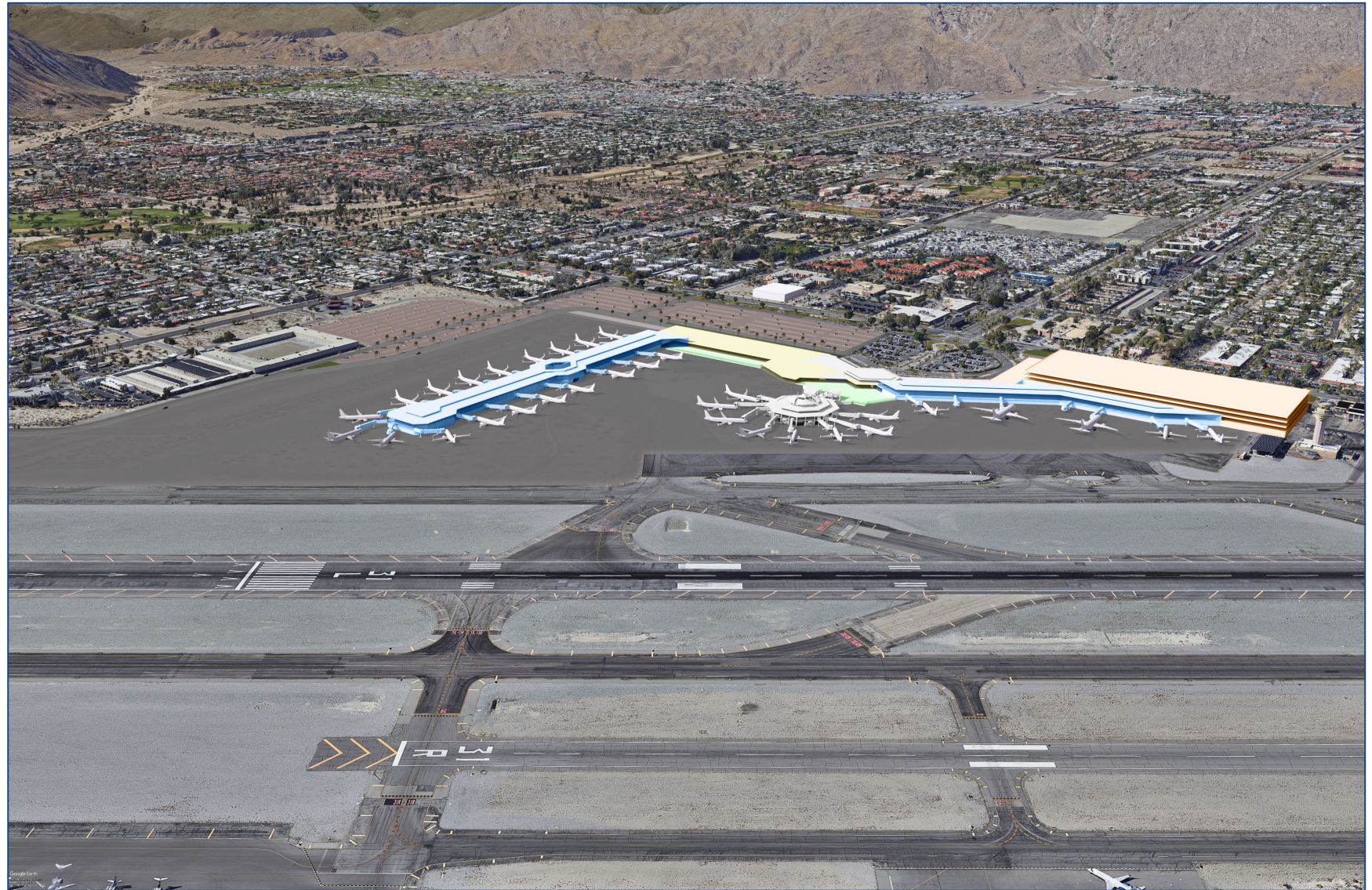
AIRCRAFT AT GATE
 AIRCRAFT RON
 AIRCRAFT MOVEMENT AREA

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

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

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

Alternative 1A “Northeast View”



Alternative 1A “Southwest View”

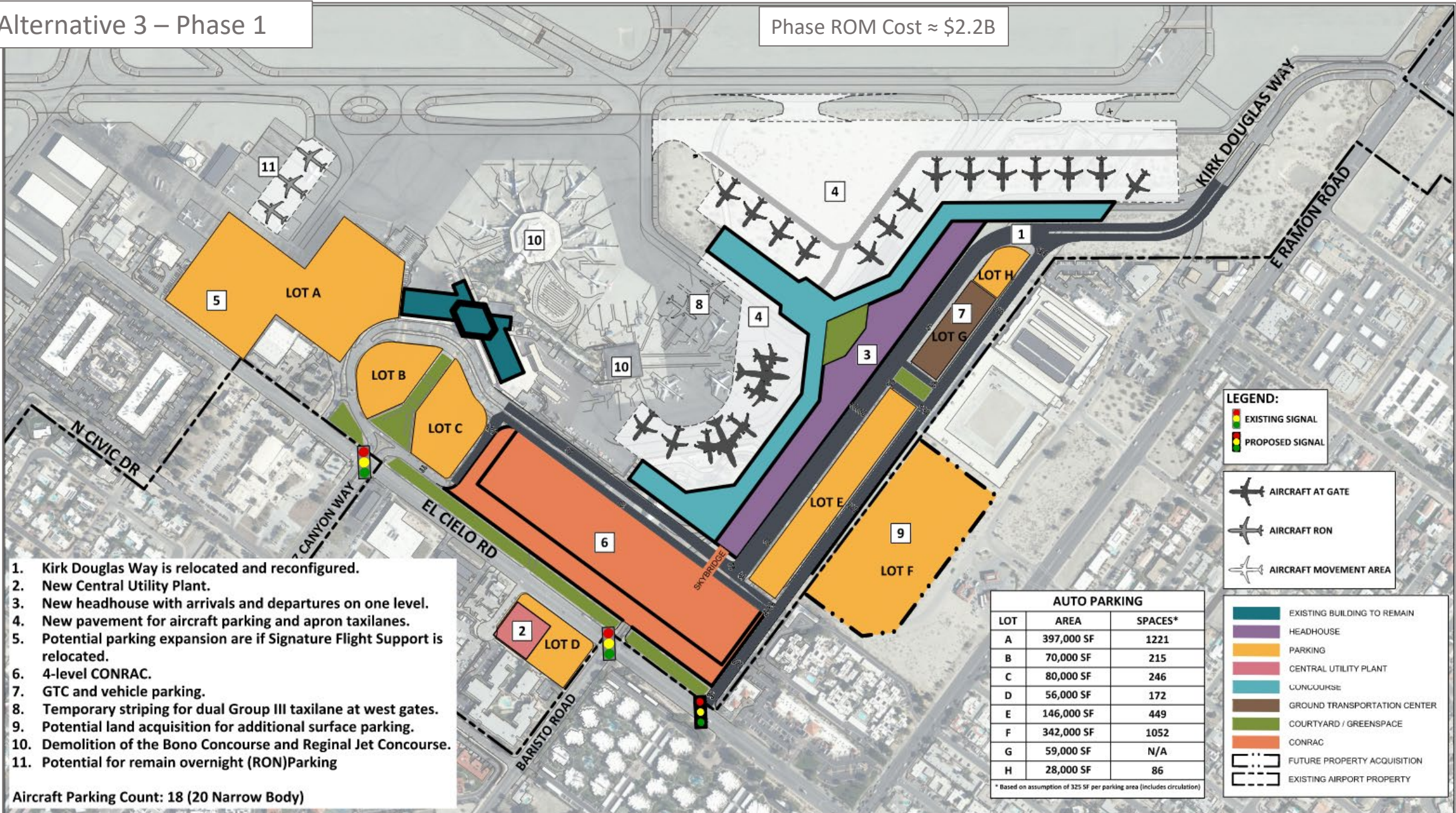


Alternative 1A “Tahquitz View”



Alternative 3 – Phase 1

Phase ROM Cost ≈ \$2.2B



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

Aircraft Parking Count: 18 (20 Narrow Body)

LEGEND:

- EXISTING SIGNAL
- PROPOSED SIGNAL

- AIRCRAFT AT GATE
- AIRCRAFT RON
- AIRCRAFT MOVEMENT AREA

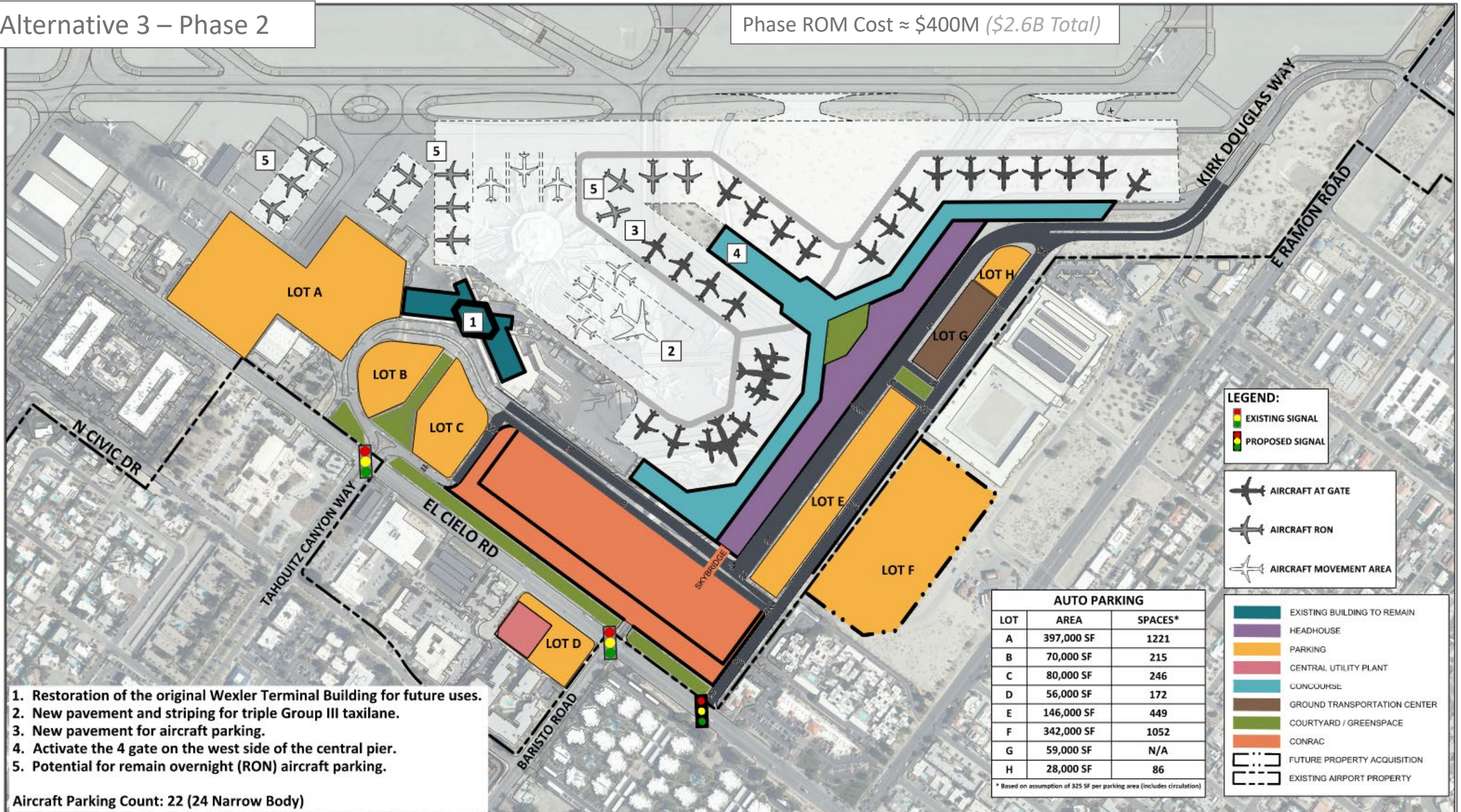
| AUTO PARKING | | |
|--------------|------------|---------|
| LOT | AREA | SPACES* |
| A | 397,000 SF | 1221 |
| B | 70,000 SF | 215 |
| C | 80,000 SF | 246 |
| D | 56,000 SF | 172 |
| E | 146,000 SF | 449 |
| F | 342,000 SF | 1052 |
| G | 59,000 SF | N/A |
| H | 28,000 SF | 86 |

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

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

Alternative 3 – Phase 2

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



1. Restoration of the original Wexler Terminal Building for future uses.
2. New pavement and striping for triple Group III taxiway.
3. New pavement for aircraft parking.
4. Activate the 4 gate on the west side of the central pier.
5. Potential for remain overnight (RON) aircraft parking.

Aircraft Parking Count: 22 (24 Narrow Body)

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

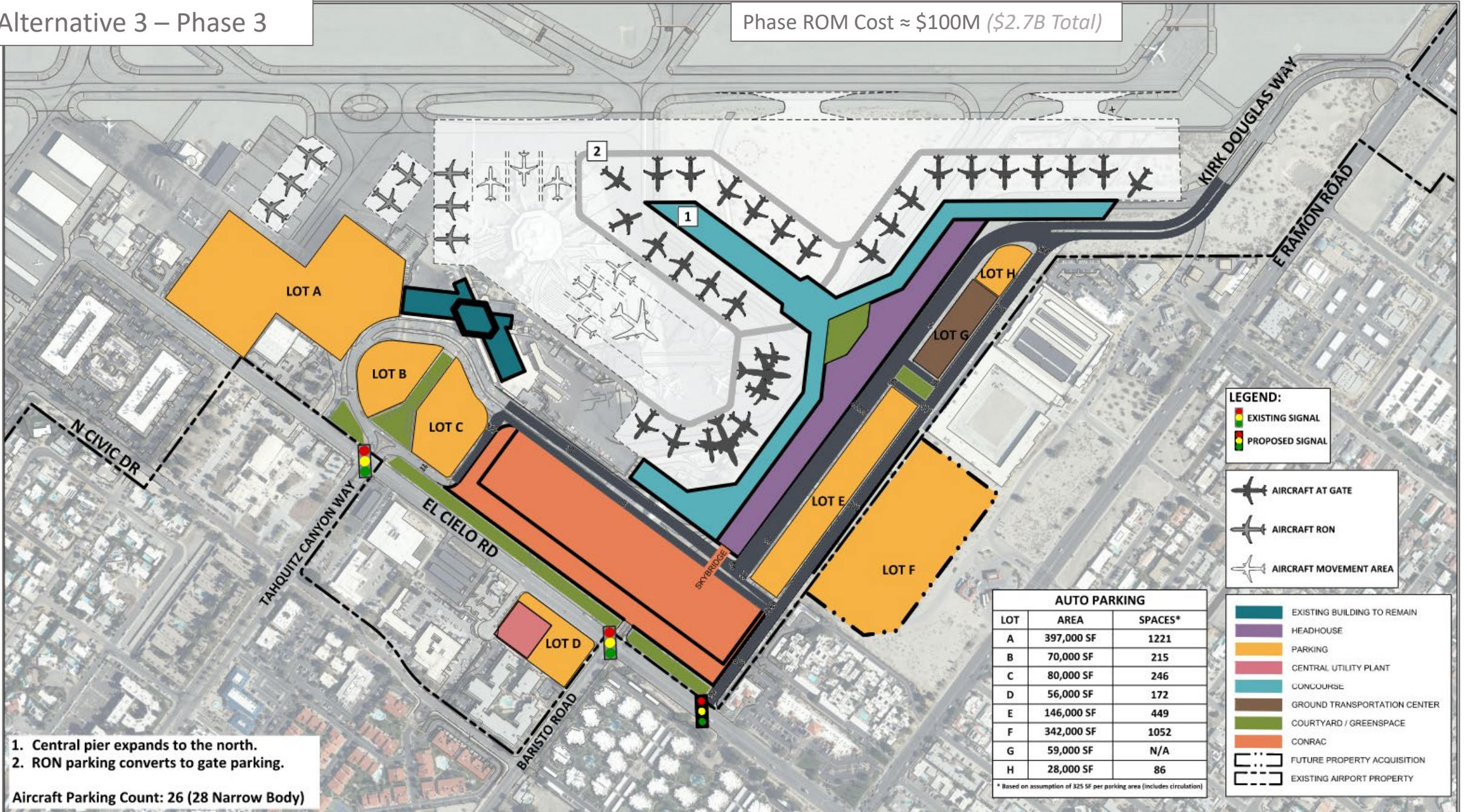
* Based on assumption of 325 SF per parking area (includes circulation)

LEGEND:

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

Alternative 3 – Phase 3

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



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

LEGEND:

- EXISTING SIGNAL
- PROPOSED SIGNAL
- AIRCRAFT AT GATE
- AIRCRAFT RON
- AIRCRAFT MOVEMENT AREA

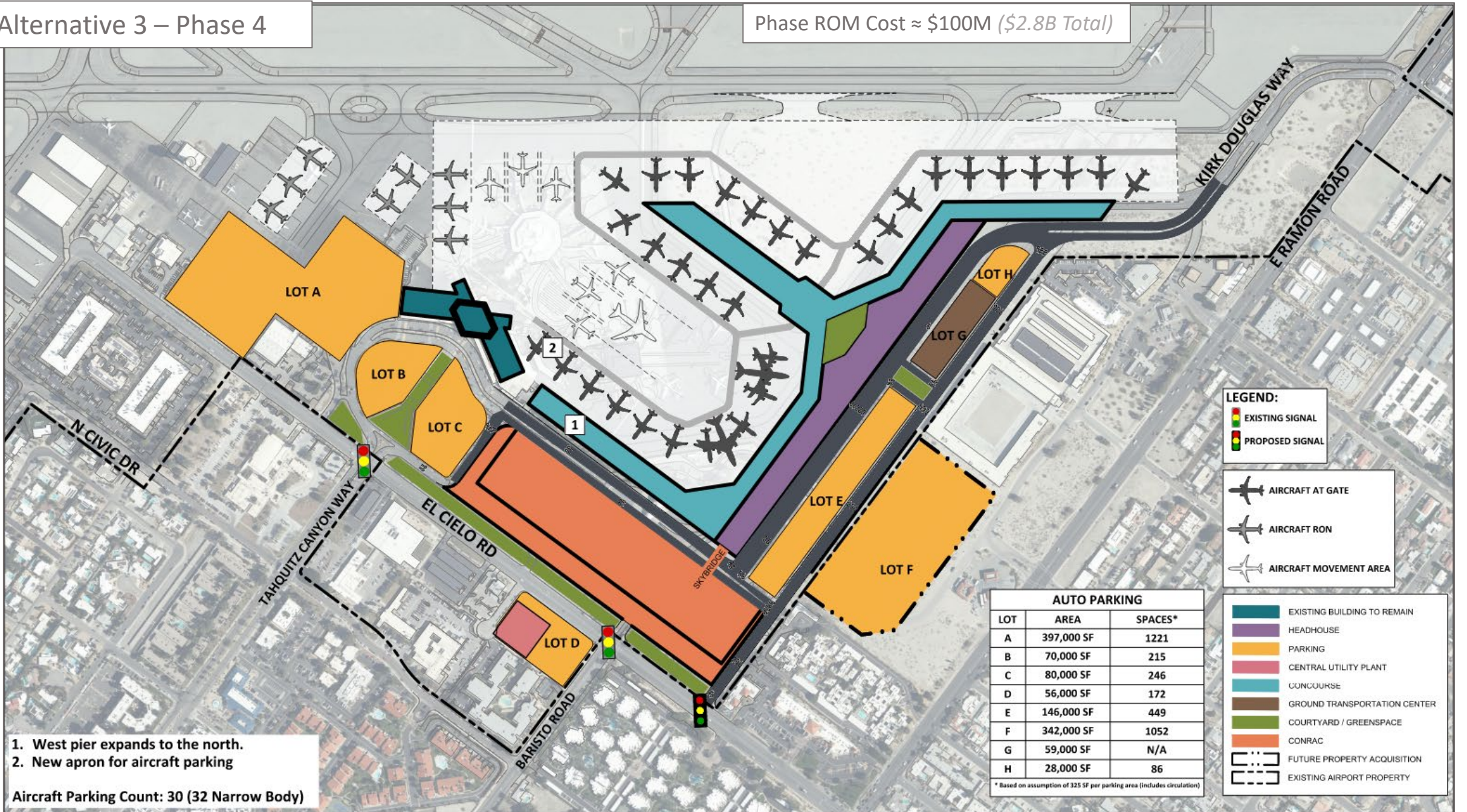
| AUTO PARKING | | |
|--------------|------------|---------|
| LOT | AREA | SPACES* |
| A | 397,000 SF | 1221 |
| B | 70,000 SF | 215 |
| C | 80,000 SF | 246 |
| D | 56,000 SF | 172 |
| E | 146,000 SF | 449 |
| F | 342,000 SF | 1052 |
| G | 59,000 SF | N/A |
| H | 28,000 SF | 86 |

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

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

Alternative 3 – Phase 4

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



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

Aircraft Parking Count: 30 (32 Narrow Body)

LEGEND:
 EXISTING SIGNAL
 PROPOSED SIGNAL

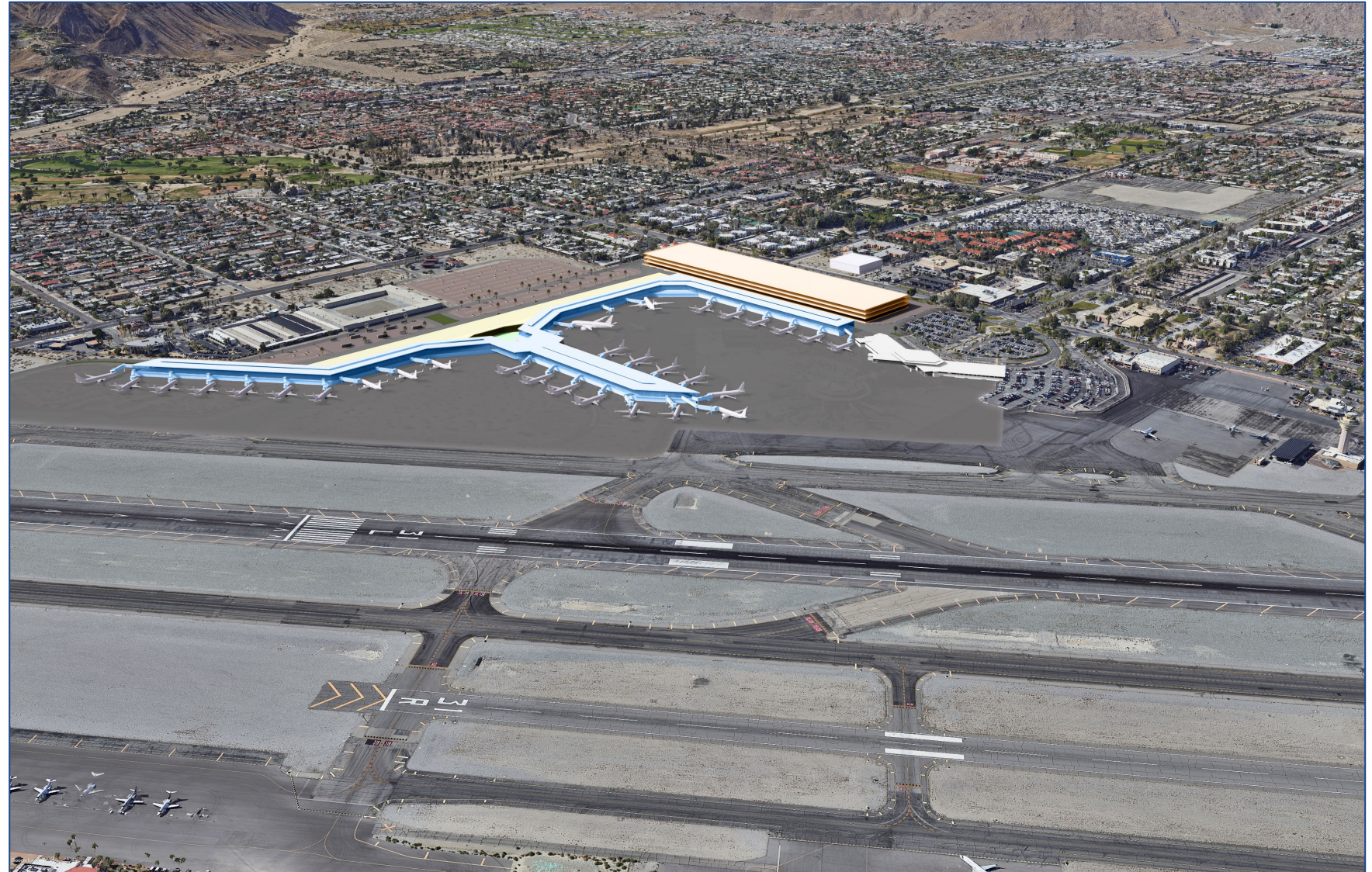
AIRCRAFT AT GATE
 AIRCRAFT RON
 AIRCRAFT MOVEMENT AREA

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

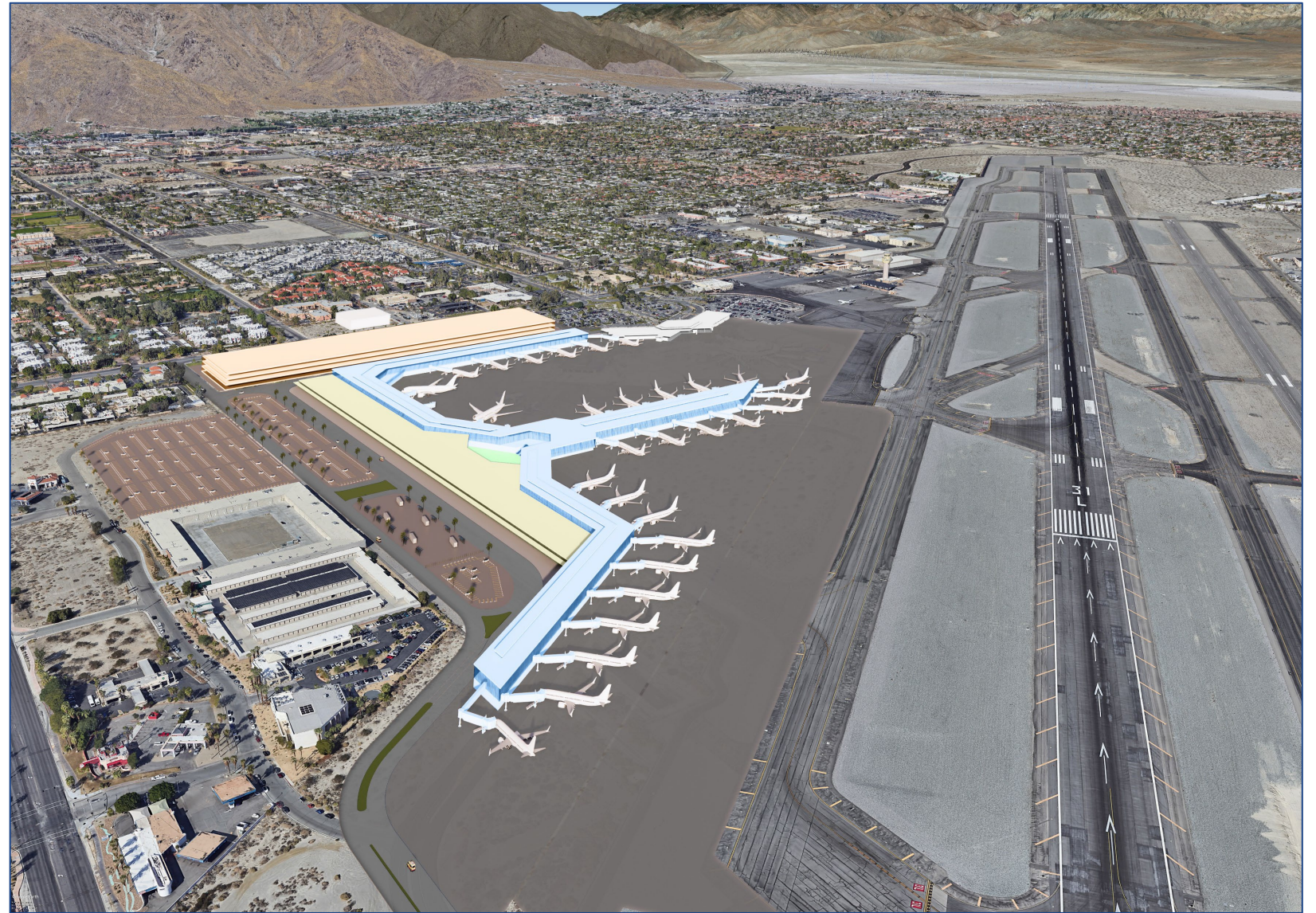
* Based on assumption of 325 SF per parking area (includes circulation)

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

Alternative 3 “Northeast View”

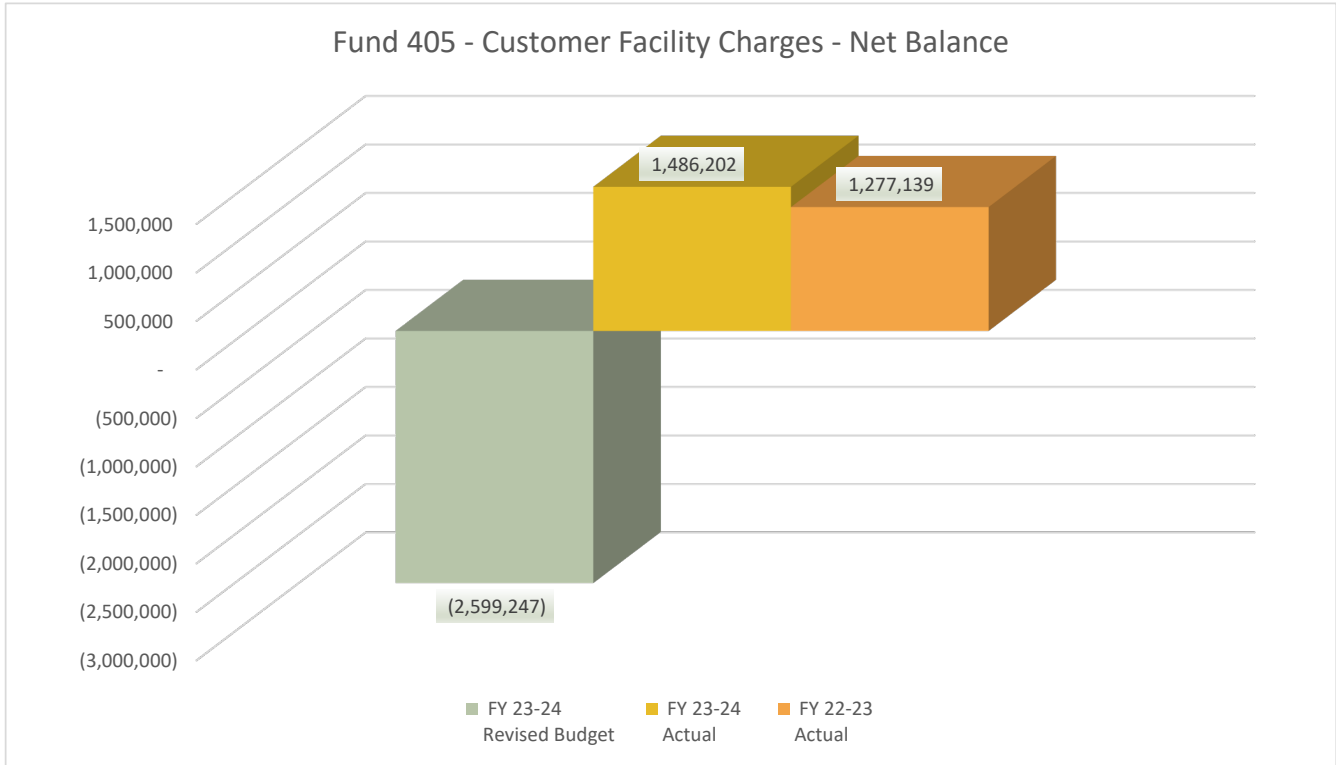


Alternative 3 “Southeast View”



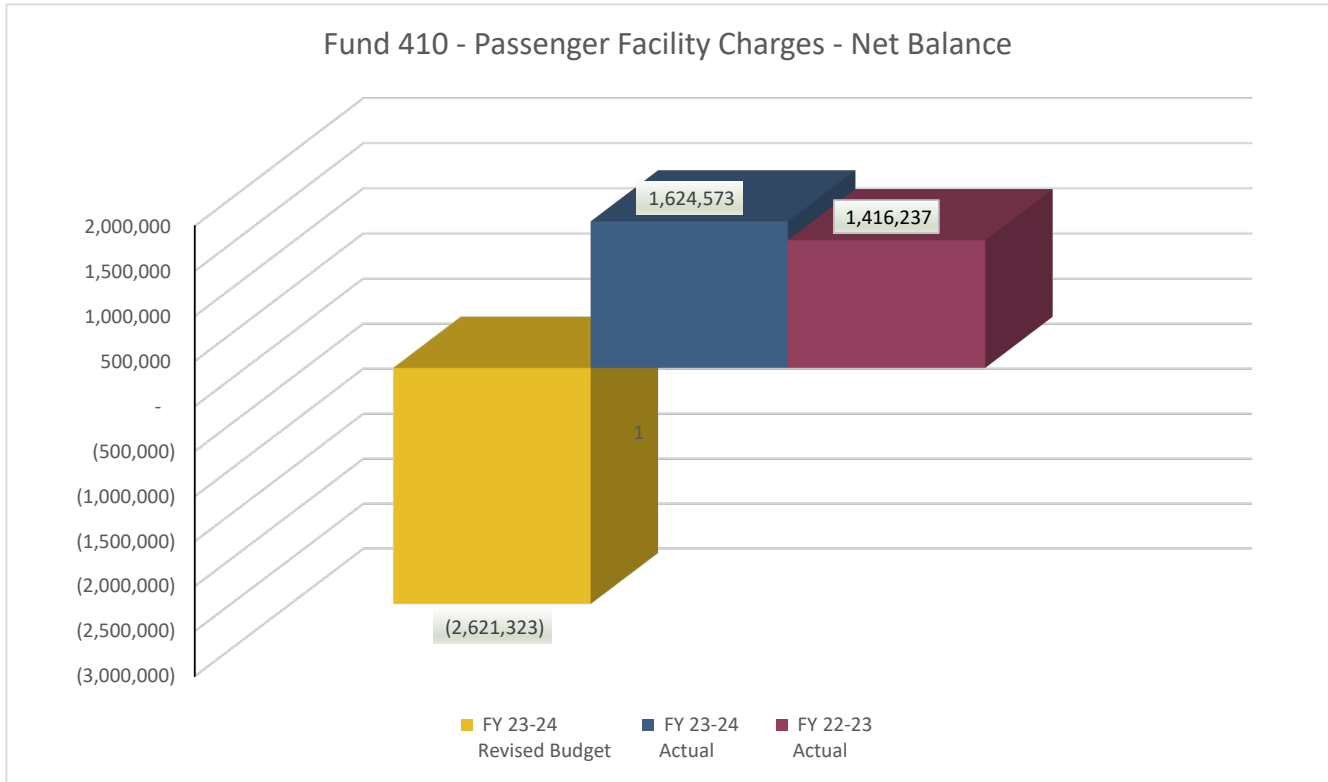
CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
 Financial Summary
 Ending November 30, 2023

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



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

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



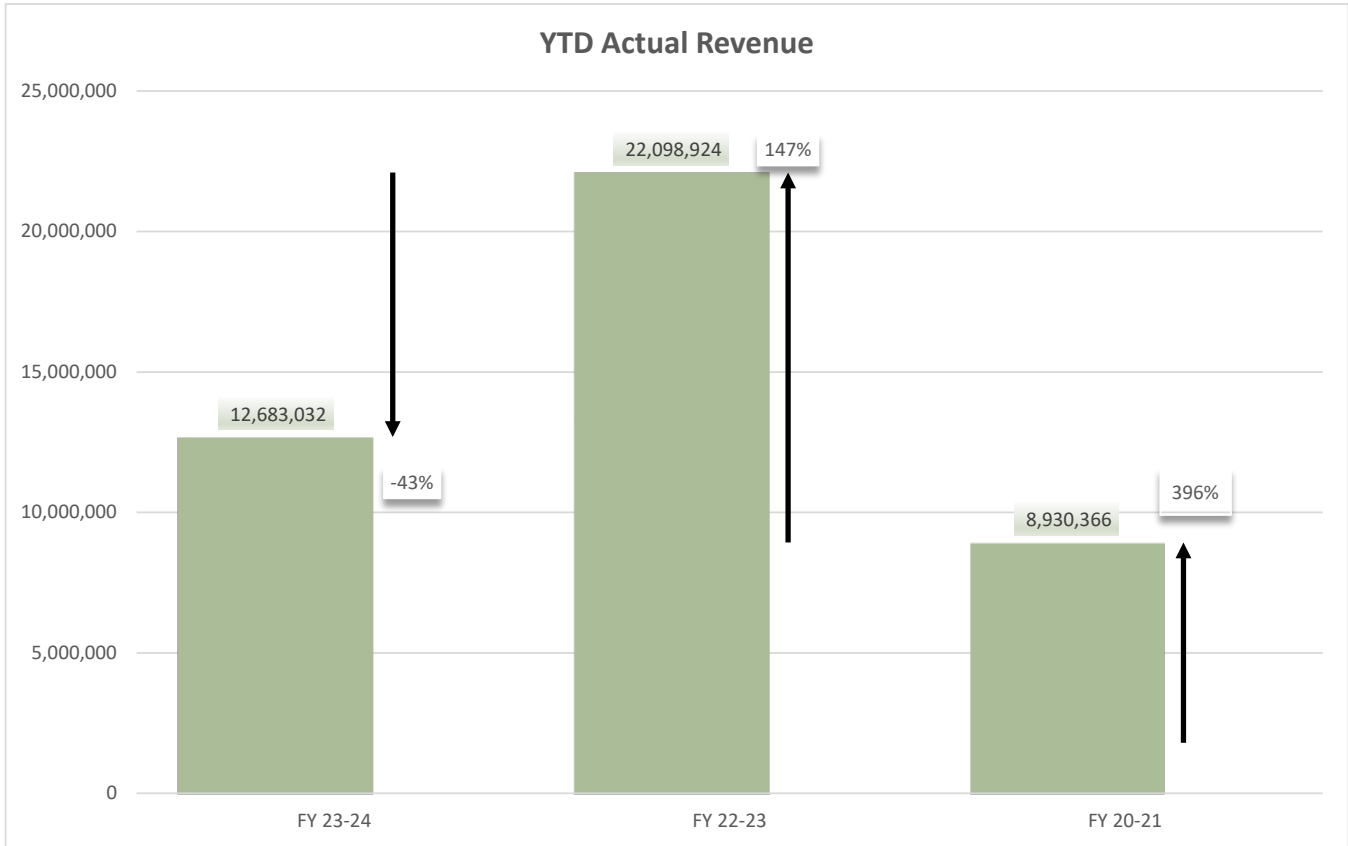
CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
 Financial Summary
 Ending November 30, 2023

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

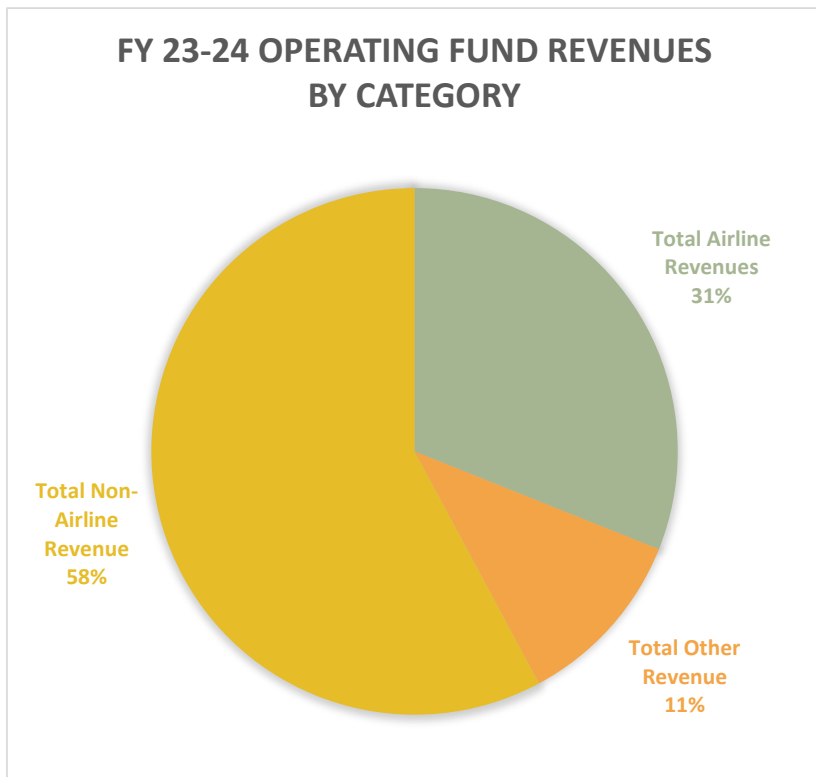
CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT
Financial Summary
Ending November 30, 2023

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

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



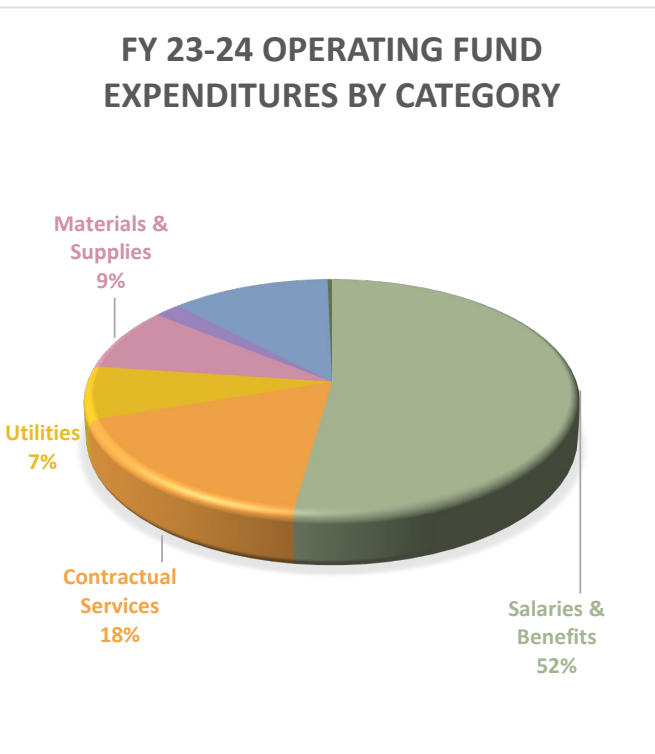
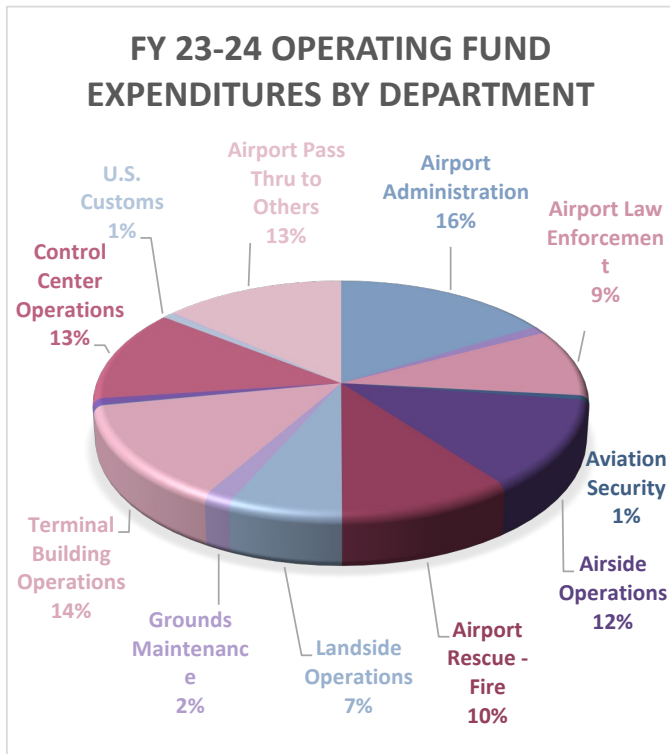
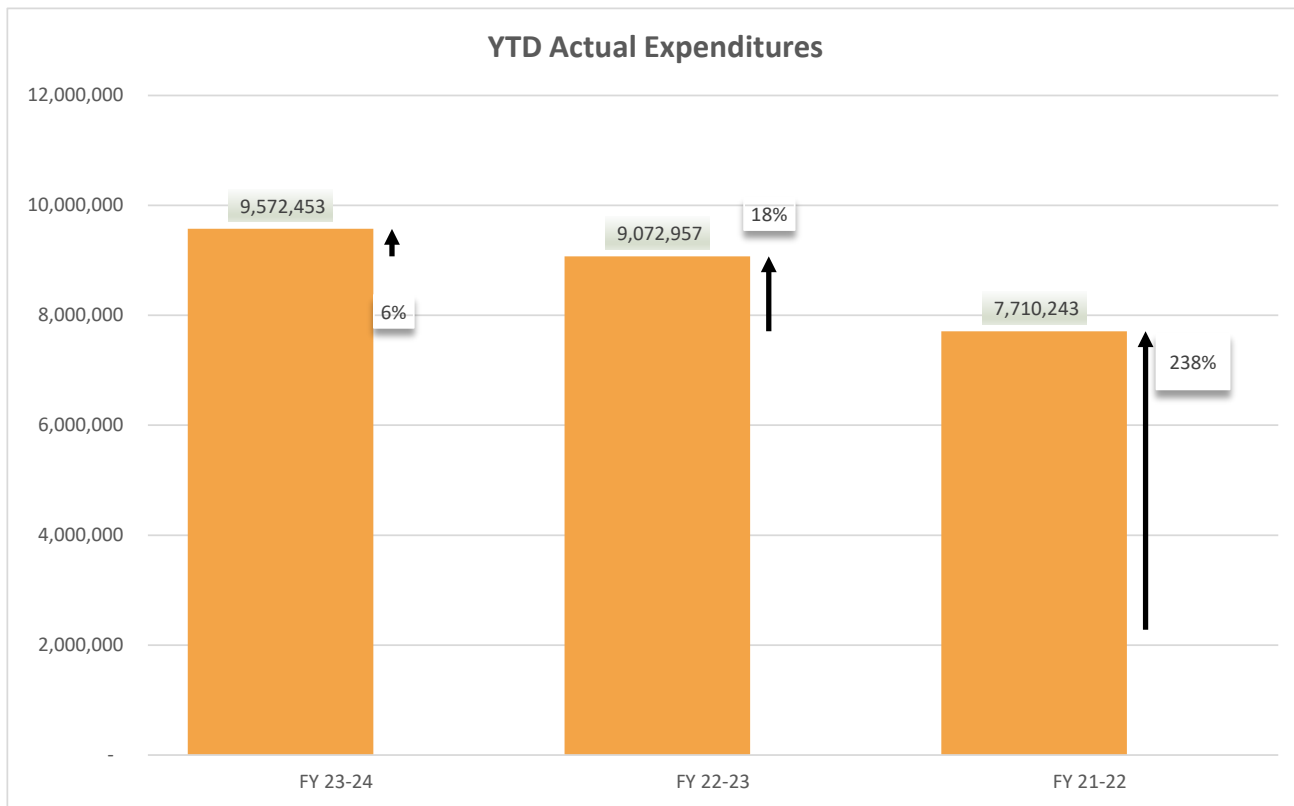
Note: FY22-23 had \$12M in revenues from one-time CARES & ARPA grant funds



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

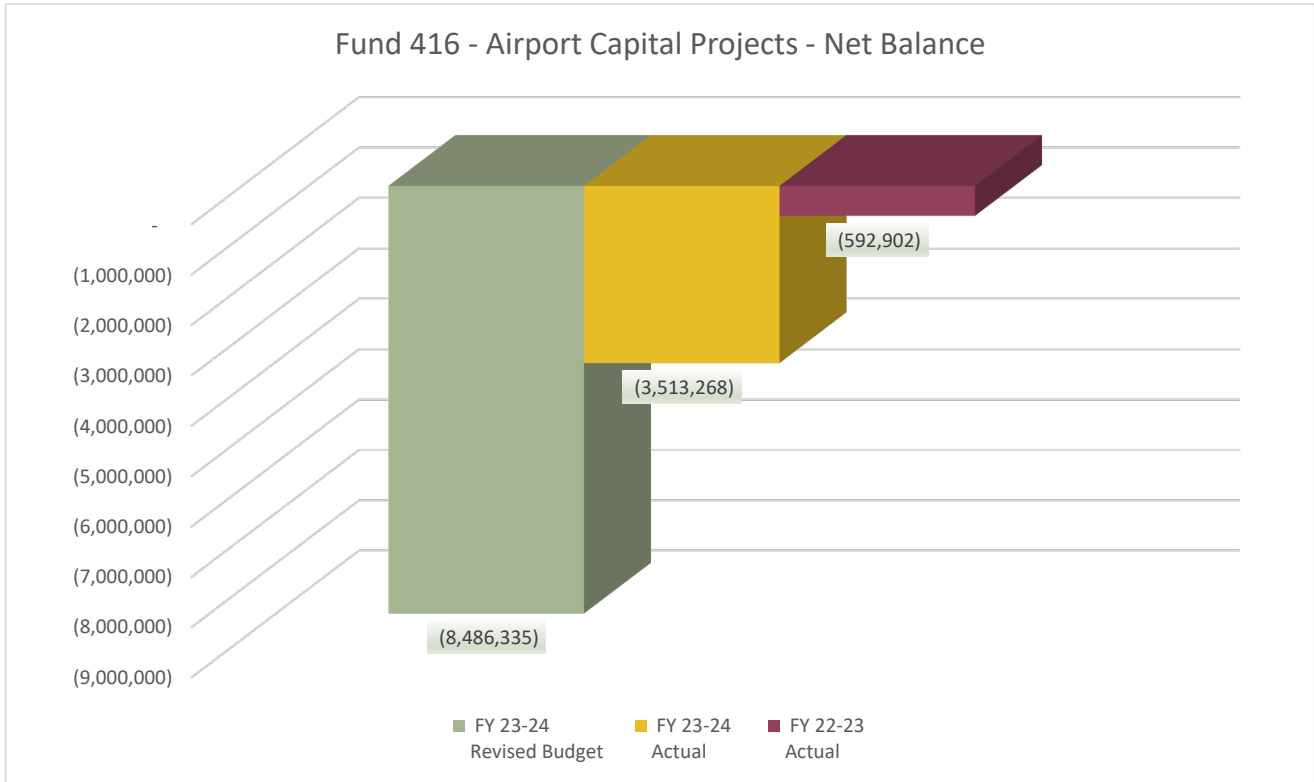
| Fund 415 - Airport Operations & Maintenance | FY 23-24 Budget | FY 23-24 Actual | FY 23-24 % Of Budget | FY 22-23 Actual | FY 22-23 vs FY 23-24 % Change |
|--|----------------------------|----------------------------|---------------------------------|----------------------------|--|
| Operating Expenditures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

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



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

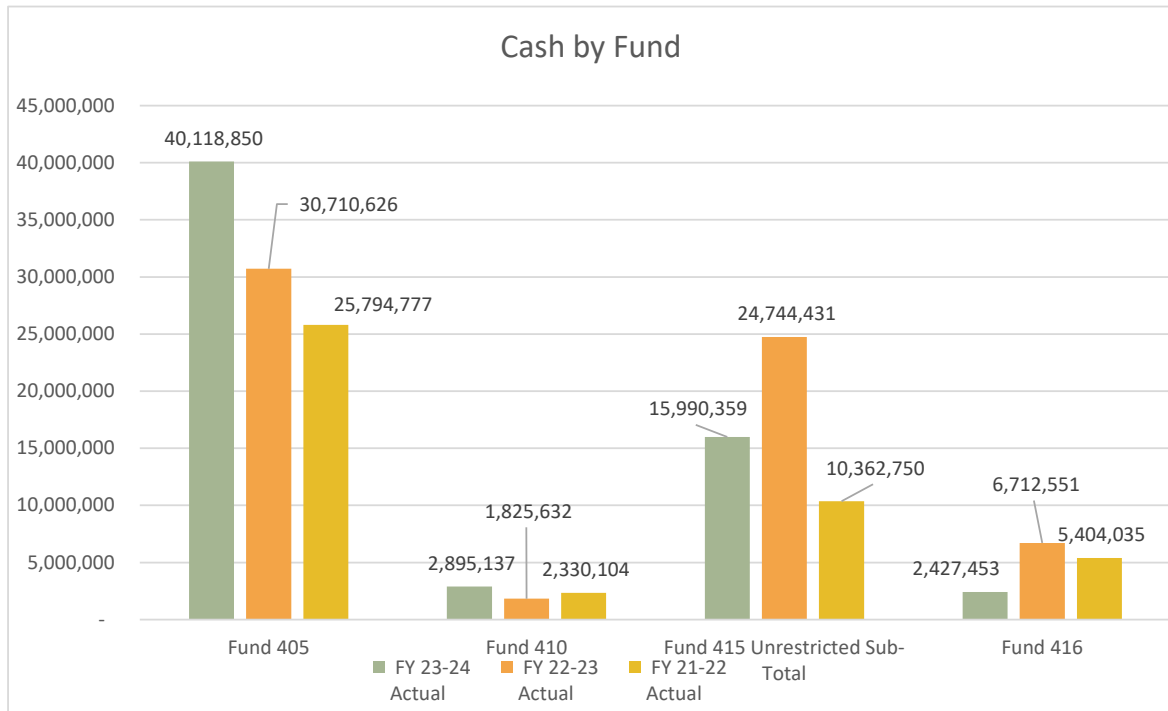
| Fund 416 - Airport Capital Projects | FY 23-24 Revised Budget | FY 23-24 Actual | FY 23-24 % Of Budget | FY 22-23 Actual | FY 20-23 vs FY 21-24 % Change |
|--|-------------------------------|--------------------|-------------------------|--------------------|--|
| Operating Revenue | 69,701,796 | 542,482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



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

Financial Summary
Ending November 30, 2023

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

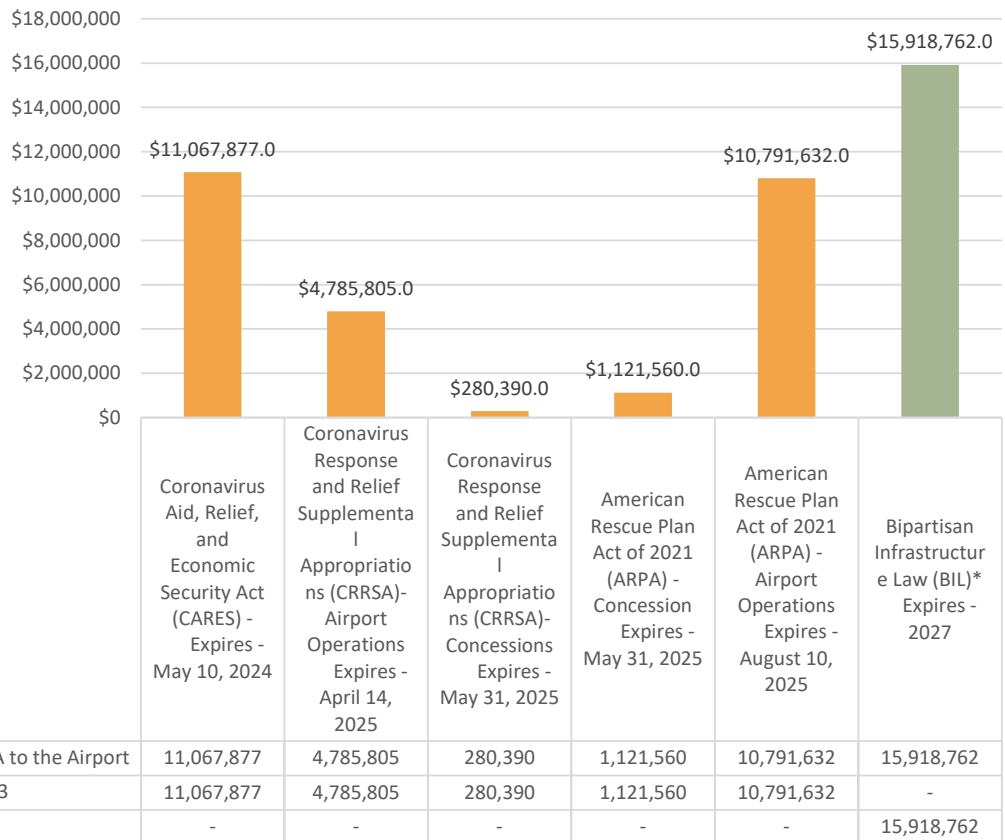


**CITY OF PALM SPRINGS
PALM SPRINGS INTERNATIONAL AIRPORT**

Financial Summary
Ending November 30, 2023

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

Grants - Remaining Balance



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



palm springs
INTERNATIONAL AIRPORT

Marketing & Air Service Update

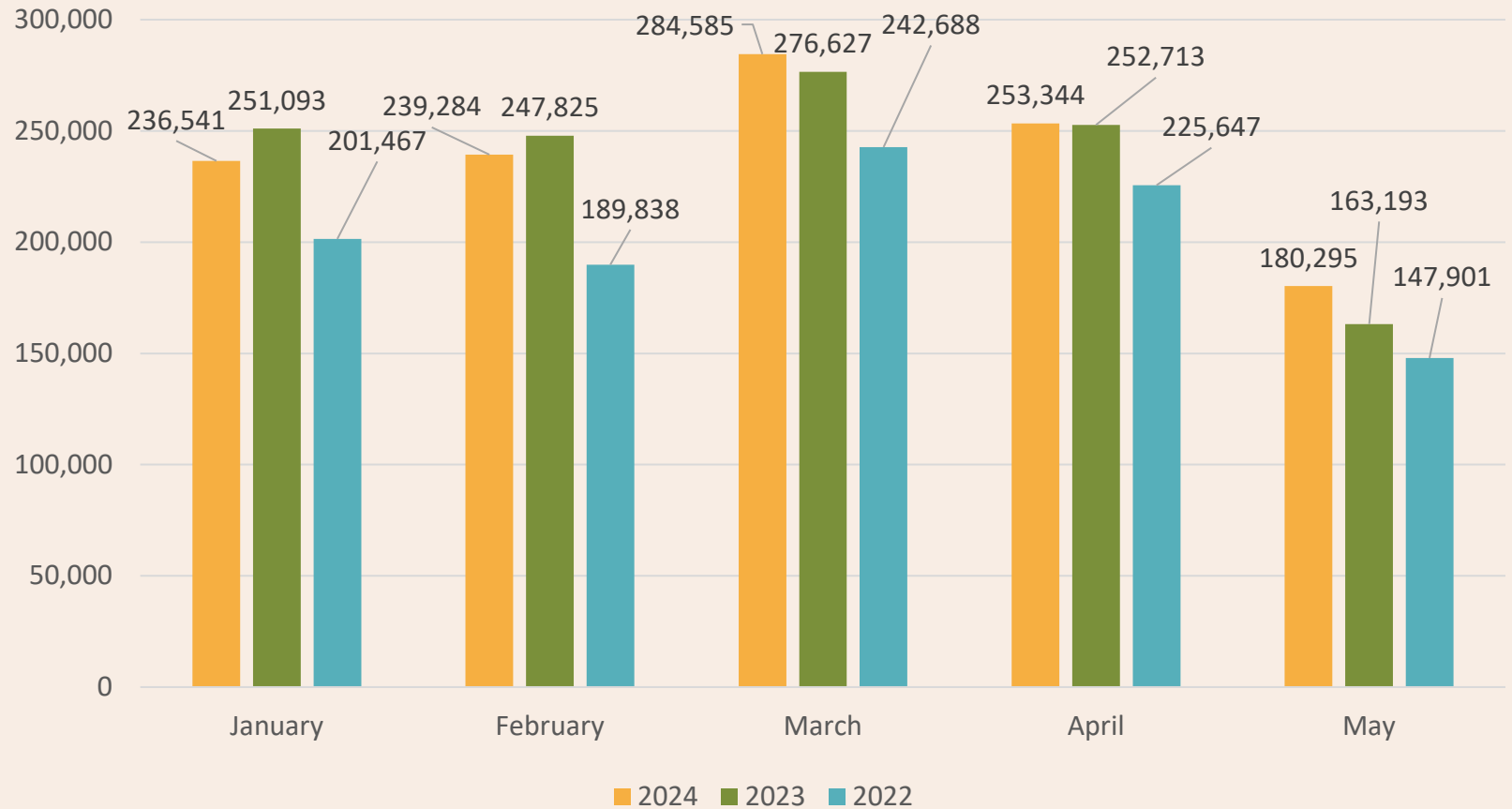
December 2023



Scheduled Departing Seats

Based on 12/14/23 schedule data

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



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



RJ Concourse

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



palm springs
INTERNATIONAL AIRPORT



A Department of the City of Palm Springs

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

flypsp.com
T: (760) 318-3800

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

Capital Projects

Airport Master Plan (Updated December 11, 2023)

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

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

Terminal Common Use (Updated December 11, 2023)

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

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

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

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

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

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

Restroom Renovations (updated December 11, 2023)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sterile Area Shade Structures (updated October 16, 2023)

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

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

Program Updates

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

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

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

DATE: December 20, 2023

TO: Chairman Dada and Airport Commissioners

FROM: Harry Barrett, Jr., Airport Executive Director

SUBJECT: Executive Director Report

Emerging Developments

CVEP Accelerator Leases (New)

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

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

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

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

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

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

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

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

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

ITEM 10.A - PAST CITY COUNCIL ACTIONS

Airport Commission Meeting of December 20, 2023

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

1. CONSENT CALENDAR:

SUBJECT

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

RECOMMENDATION:

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

Attachments

[Item 1A](#)

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

SUBJECT

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

RECOMMENDATION:

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

Attachments

[Item 1F](#)

SUBJECT

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

RECOMMENDATION:

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

Attachments

[Item 1G](#)

SUBJECT

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

RECOMMENDATION:

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

Attachments

[Item 1I](#)

SUBJECT

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

RECOMMENDATION:

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

Attachments

[Item 1CC](#)

ITEM 10.B - FUTURE CITY COUNCIL ACTIONS

Airport Commission Meeting of December 20, 2023

December 14, 2023

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

ITEM 12.A - FUTURE COMMITTEE MEETINGS

Airport Commission Meeting of December 20, 2023

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

AIRPORT COMMITTEES FY2023-24

REVISED 12-14-23

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

*Budget & Finance Committee has one (1) vacancy

Ad Hoc Design Review Committee has one (1) vacancy