



**AIRPORT COMMISSION MEETING AGENDA**

Airport Conference Room, Palm Springs International Airport  
 3400 E. Tahquitz Canyon Way, Palm Springs, CA 92262  
 Wednesday, May15, 2024 - 5:30 P.M.

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

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

**TELECONFERENCE LOCATION(S):**

Commissioner Tracy Martin– City of Palm Springs  
 2777 Ori Avenue  
 San Jose, CA 95128

Each location is accessible to the public, and members of the public may address the Airport Commission from any of the locations listed above. Any person who wishes to provide public testimony in public comments is requested to file a speaker card before the Public Comments portion of the meeting. You may submit your public comment to the Airport Commission electronically. Material may be emailed to: [Tanya.Perez@palmsspringsca.gov](mailto:Tanya.Perez@palmsspringsca.gov) - Transmittal prior to the start of the meeting is required. Any correspondence received during or after the meeting will be distributed to the Airport Commission and retained for the official record.

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

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

- 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 December 20, 2023
- 7. DISCUSSION AND ACTION ITEMS:**
  - 7.A** Baggage Claim Expansion
  - 7.B** Landside Relocation Phasing
  - 7.C** Marketing and Air Service Update
  - 7.D** 2024 Airline Incentive Program
  - 7.E** Operations, Properties, Facilities Committee Update
  - 7.F** Concessions Projected Opening Dates Update
  - 7.G** Measure J Update
  - 7.H** Financial Summary Update
  - 7.I** Airport Mural Update
  - 7.J** AirportNEXT Survey
  - 7.K** 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 April 2024
  - 11.B** Airline Activity Report Fiscal Year Comparison
- 12. COMMITTEES:**
  - 12.A** Future Committee Meetings

**ADJOURNMENT:**

The Airport Commission will adjourn to a Regular Meeting on June 18, 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 May 9, 2024, 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](http://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 STAFF REPORT

DATE: May 15, 2024

SUBJECT: Approval of the 2024 Palm Springs International Airport Air Service Incentive Program.

FROM: Harry Barrett, Jr., Airport Executive Director

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### SUMMARY:

This action would recommend to City Council the approval of a new Air Service Incentive Program for the Palm Springs International Airport (Airport).

### RECOMMENDATION:

Approve the new 2024 Air Service Incentive Program.

### BACKGROUND:

In 2010, the City established an Airline Marketing Program allocating \$1,000,000 in promotional funding to qualifying new air service at the Airport. As a result, from 2010 through 2017, the City had approved agreements with various airlines providing incentives valued at over \$750,000 to reimburse those airlines for marketing programs related to their new air service to the City.

On November 14, 2018, the Airport Commission voted unanimously in favor to recommend to the City Council the approval of replacing the cash reimbursement marketing-based incentive program with a fee-waiver incentive program targeted to specific fees such as landing fees and hold room fees, in an amount not to exceed \$500,000 tied to new air service between the Airport and specific destination cities. On February 6, 2019, the City Council approved the 2019 Air Service Incentive Program ("Program").

On November 17, 2021, the Airport Commission voted unanimously in favor to recommend to the City Council the approval of increasing the fee waiver cap from \$500,000 to \$853,000 to accommodate the influx of applications for new air service and the suspension of the program to allow Airport staff to revise and propose a new Air Service Incentive Program in early 2022. On December 9, 2021, the City Council approved the increase of the fee waiver cap and the suspension of the Program.

On February 16, 2022, the Airport Commission voted unanimously in favor to recommend to the City Council the approval of the 2022 Air Service Incentive Program. On March 24, 2022, the City Council approved the 2022 Air Service Incentive Program.

On April 2, 2024, the Marketing and Business Development Committee voted unanimously in favor to recommend to the Airport Commission the approval of the 2024 Palm Springs International Airport Air Service Incentive Program.

#### STAFF ANALYSIS:

In December 2023, the Federal Aviation Administration (FAA) published revised Air Carrier Incentive Program guidelines which allowed the Airport to offer additional types of incentives and for longer periods of time. The current 2022 Program offers fee waivers and seven levels of incentives based on frequency of service, type of service, and seasonality of the service and is based on old FAA guidelines. Airport staff has determined that it would be beneficial for the Airport to replace the 2022 Program to ensure that the Airport has the necessary incentives to attract new air service which is crucial for the Airport to remain competitive with the other local airports. Additionally, the planned construction of a Federal Inspection Station (FIS) will give the Airport the ability to attract air service from international airports without U.S. pre-clearance, and this replacement program incorporates new, enhanced incentives for international service.

The 2024 Program offers six levels of incentives based on the same criteria as the 2022 Program, it increases the incentives for marketing funds for target cities and the conversion of seasonal routes to year-round service, it adds a new option to attract more summer service, and it adds a new option for service to international airports outside of North America. The 2024 Program also includes marketing funds that are earmarked specifically to advertise new air service that meets the incentive criteria, and it offers fee waivers for landing fees, terminal fees, and terminal space rent dependent on the incentive criteria that is met.

The 2024 Program has a tiered and progressive methodology, reserving the best incentives for daily, year-round service to a select list of target cities, it enhances the incentives for airlines that convert seasonal routes to year-round, and it offers new incentives for international service to airports without U.S. pre-clearance, once the FIS is constructed, and it offers incentives to increase summer air service. The 2024 program provides less robust incentives for seasonal service and as existing routes become saturated.

The incentives for this new program are described as follows:



## Option 1: Daily Service

	Target Airport (Year-round)	Un-Served Airport (Year-round)	Existing Airport (Year-round)	Un-Served Airport (Seasonal)	Existing Airport (Seasonal)
<b>Marketing</b>	\$75,000	\$50,000	\$15,000	\$25,000	\$10,000
<b>Landing Fee Waivers</b>	100% for 24 months	100% for 24 months	50% for six months or first season	100% for first three seasons	50% for first season
<b>Terminal Waivers</b>	100% for 24 months	100% for 24 months	50% for six months or first season	100% for first three seasons	N/A

**Target Airport:** Atlanta, Charlotte, Chicago, Detroit, Hawaii, Houston, Minneapolis, New York City, Philadelphia, Spokane, Toronto, Washington, D.C. (DCA,IAD,BWI)

**Un-Served Airport:** Any airport not on the Target Airport list without existing year-round or seasonal non-stop service from PSP.

**Existing Airport:** Any airport with existing service of any type from PSP.  
**Stipulations:** Airline must operate one round trip flight two days or more per week for 46 weeks per year to qualify for year-round incentives. Airlines must operate one round trip flight two days or more per week for 20 weeks to qualify for seasonal incentives. Service must be to an airport in the US, Canada, or Mexico. Target and Existing Airport incentives are not valid for airlines with existing service on the route they're applying for. Incentives are not valid for international airports without US Customs Pre-Clearance until PSP opens FIS facility.



## Option 2: Seasonal to Year-Round Conversion

	Target Airport	Other Airport
<b>Marketing</b>	\$75,000	\$25,000
<b>Landing Fee Waivers</b>	100% for additional months for two years	100% for additional months for two years
<b>Terminal Waivers</b>	100% for additional months for two years	100% for additional months for two years

**Target Airport:** Atlanta, Chicago-ORD, Dallas-DAL, Houston-IAH, Minneapolis, Portland-PDX, Toronto-YYZ, New York-JFK.

**Other Airport:** Any airport not on the Target Airport list without existing year-round or seasonal non-stop service from PSP.

**Stipulations:** Airline must operate one round trip flight four days or more per week for 46 weeks per year. Service must be to an airport in the US or Canada. Not valid for existing seasonal service on the route airline is applying for. Applicant airline must have existing seasonal service on route applied for. Only previously unserved months will qualify for waiver incentives in years one and two of their operation. Landing Fee and Terminal Waivers are provided for the previously unserved months for year one and two of the additional service.



## Option 3: Less-Than-Daily Service

	Target Airport (Year-round)	Target Airport (Seasonal)	Un-Served Airport (Year-round)	Un-Served Airport (Seasonal)	Existing Airport
<b>Marketing</b>	\$75,000	\$50,000	\$50,000	\$25,000	\$15,000
<b>Landing Fee Waivers</b>	100% for 24 months	100% for three seasons	100% for 24 months	100% for first three seasons	50% for six months or first season
<b>Terminal Waivers</b>	100% for 24 months	100% for three seasonal	100% for 24 months	100% for first three seasons	50% for six months or first season

**Target Airport:** Atlanta, Charlotte, Chicago, Detroit, Hawaii, Houston, Minneapolis, New York City, Philadelphia, Spokane, Toronto, Washington, D.C. (DCA,IAD,BWI)

**Un-Served Airport:** Any airport not on the Target Airport list without existing year-round or seasonal non-stop service from PSP.

**Existing Airport:** Any airport with existing service of any type from PSP.

**Stipulations:** Airline must operate one round trip flight two days or more per week for 46 weeks per year to qualify for year-round incentives. Airlines must operate one round trip flight two days or more per week for 24 weeks per season to qualify for seasonal incentives. Service must be to an airport in the US, Canada, or Mexico. Target and Existing Airport incentives are not valid for airlines with existing service on the route they're applying for. Incentives are not valid for international airports without US Customs Pre-Clearance until PSP opens FIS facility.



## Option 4: Intercontinental Service

	Target Airport (Year-round)	Other Airport (Year-round)	Target Airport (Seasonal)	Other Airport (Seasonal)
<b>Marketing</b>	\$200,000	\$100,000	\$150,000	\$75,000
<b>Landing Fee Waivers</b>	100% for 24 months	100% for 24 months	100% for 3 seasons	100% for 2 seasons
<b>Terminal Waivers</b>	100% for 24 months	100% for 24 months	100% for 3 seasons	100% for 2 seasons

**Target Airport:** Amsterdam, Bogota, Dublin, Frankfurt, London, Madrid, Munich, Panama City, Paris.

**Other Airport:** Any airport not located in North America or Central America, not at Target Airport, and without existing service from PSP.

**Stipulations:** Airline must operate one round trip flight two days or more per week for 46 weeks per year to qualify for year-round incentives. Airlines must operate one round trip flight two days or more per week for 20 weeks per season to qualify for seasonal incentives. Not valid for service to airports located in North America, Gulf of Mexico, or Caribbean. Not valid until PSP opens an FIS facility.



## Option 5: Summer Seasonal Service

	Target Airport	Un-Served Airport
<b>Marketing</b>	\$75,000	\$25,000
<b>Landing Fee Waivers</b>	100% for first three summer seasons	100% for first three summer seasons
<b>Terminal Waivers</b>	100% for first three summer seasons	100% for first three summer seasons

**Target Airport:** Atlanta, Chicago, Detroit, Houston, Minneapolis, New York City, Toronto, Washington, D.C. (DCA,IAD,BWI)  
**Un-Served Airport:** Any airport not on the Target Airport list without existing year-round or seasonal non-stop service from PSP.  
**Stipulations:** Summer season is defined as May 1 to September 30 each year. Airline must operate one round trip flight four days or more per week for from May 1 through September 30 to qualify for incentives. Service must be to an airport in the US, Canada, or Mexico. Incentives are not valid for airlines with existing service on the route they're applying for. Valid only for airlines with no existing service on route(s) applied for. Incentives are not valid for international airports without US Customs Pre-Clearance until PSP opens FIS facility.



## Option 6: New Entrant Airlines

	Daily Year-Round	Less-Than-Daily & Seasonal
<b>Marketing</b>	\$50,000	\$25,000
<b>Terminal Waivers (Service to Existing Airport)</b>	100% for 12 months	100% for 12 months
<b>Terminal Waivers (Service to New Airport)</b>	100% for 24 months	100% for 24 months

**Daily Year-Round Service:** Airline must operate at least one round trip daily flight five days per week for 44 weeks.  
**Less-Than-Daily & Seasonal:** Airline must operate at least one round trip daily flight two days per week for four months.  
**Stipulations:** Only available to airlines that have not served PSP in the past 24 months preceding their service start date. Marketing funds in this option are in addition to marketing funds for specific routes provided in other options in this program. If airline enters PSP with service to an existing market (a market with any type of scheduled service), terminal waivers are offered for no more than 12 months. If airline enters PSP with service to a new airport, terminal waivers are offered for no more than 24 months. If airline enters PSP with service to a mix of existing and new airports, terminal waivers will be pro-rated with existing per-turn rates.



This program also comes with stipulations that include a pro-rated repayment of marketing funds and fee waivers should an airline not complete the terms of the agreement.

Stipulations for the Marketing Funds are as follows:

1. Advertising incentive funds will be available to FAA Part 121 & 380 Signatory and Non-Signatory Airlines with a signed Airport-Airline Use and Lease Agreement.
2. All marketing funds and activities must exclusively promote the routes eligible under the program to/from PSP.
3. All marketing incentives are available from the date of service announcement until six months after service inception. 50% of available funds must be spent by launch date.
4. Incentives may be paid directly to the media outlet or reimbursed to the air carrier, should the carrier want to utilize their existing agency relationships. The Airport will reimburse the Airline for these services, up to the allowable program funds, only if the Airline received prior written approval of the media buy from the Airport and only if the Airline produces a detailed invoice outlining the media purchase, their air dates, and a copy of the ads that ran. All qualified reimbursements must be submitted to the Airport for processing no later than 45 days after the expense is incurred. Any delayed reimbursement request in excess of 45 days is subject to a 10% reduction in reimbursable expenses. The Airport may also place ads on the airline's behalf if desired.
5. The Airport name or logo must be incorporated into all Airport funded media purchases.
6. Marketing activities that may be supported under this agreement include, but are not limited to: print advertising, collateral materials, direct mail and other forms of print marketing; multi-media advertising such as TV, radio, SEM, and interactive (web); and social media/digital advertising such as Facebook, Instagram, X, etc.
7. All eligible funds must be spent in the PSP catchment area as defined by the Airport unless otherwise approved by the Airport.
8. The Airport must approve in advance all advertising and promotional activities associated with the new service for which the air carrier desires to receive the marketing incentive.
9. All advertising and marketing must comply with FAA regulations and guidelines for use of Airport revenue for such purpose.
10. The air carrier and Airport must agree in writing to a marketing strategy for the new service, that includes: the timeline of promotional activities; the medium that will be used, and the budget of the promotion.
11. Should the incentivized service be suspended prior to the expiration of the incentive period, the air carrier shall be responsible for pro-rated reimbursement of all marketing funds spent. The Airport and/or City of Palm Springs, at its sole discretion, may consider waiving repayment of marketing funds if, after operating the incentivized route(s) for a minimum of 4 months, the air carrier can provide documented proof that the incentivized route(s) is/are not viable. The Executive Director of Aviation, their designee, or the City of Palm Springs has the right to amend, temporarily suspend, modify, alter, or cancel this Air Service Incentive Program at any time without notice. Funds budgeted for this program shall be determined annually during the City of Palm Springs annual budget process. Funding levels may vary year to year.

Stipulations for Incentive Fee Waivers are as follows:

1. Incentive Fee Waivers will be available to FAA Part 121 & 380 Signatory and Non-Signatory airlines with a signed Airport Use and Lease Agreement, a written confirmation of the new service, and an executed Memorandum of Agreement for any incentives provided in this program.
2. The airline will be eligible for incentives from the first day of service for up to 24 months or 3 seasons depending on level of service as outlined in applicable incentive options. At the conclusion of the incentive period, the air carrier will be invoiced, and must pay, the landing fees and terminal rentals according to the Airport's published Schedule of Rates, Fees, and Charges as required by its Airport Use and Lease Agreement for the remainder of the contract term for each route.
3. Terminal Waivers in Options 1-6 include Hold room/Parking and Ticket Counter/Queue per turn fees. Airlines with a Signatory agreement will receive credits based on the signatory per-turn hold room/parking per turn fee for the type of gate used (jet bridge vs. ground board) for the incentivized flights and ticket counter per turn fee.
4. New Entrant Airlines may receive up to 24 months of full Terminal Space Rent waivers of leased space which includes Ticket Counter & Queue, Airline Ticket Office, and Baggage Service Office depending on level of service as outlined in Incentive Option 6. Waivers may be prorated depending routes offered, existing vs. new, and will be based on existing per turn rates in PSP's Airline Use and Lease Agreement.
5. Incentives apply only to new scheduled service that results in an increase in the number of total flights offered at PSP by the air carrier at the time the new service is announced. If an air carrier launches new service, it qualifies for incentives only on the new route, not on the existing service. An airline may not reduce frequency to, or cancel, a market it currently serves from PSP in order to launch service to a new airport.
6. If the air carrier reduces frequency of service below the required number of flight operations outlined in this Program, or ceases service on the incentivized route, prior to providing PSP service for the time period outlined in this program, the air carrier shall forfeit its right to claim any additional incentives for that route offered through this Program starting on the date service is reduced. Reducing frequencies on the route during the incentive period to less than an agreed upon level will reduce the amount of the financial incentive and/or result in a proportionate reimbursement to the Airport for dollars already spent. The airline will also forfeit any future incentives on their route(s) for a period of 24 months if it chooses to fully cease service on the route(s). If the airline exits the PSP market entirely it will forfeit any future incentives for 24 months starting on the first day after the airline ceased operations at PSP.
7. At no time shall the Airport or City of Palm Springs provide a rebate to an airline for participating in this Program.
8. For the purpose of determining eligibility, affiliated airlines, joint venture partners and predecessor and successor airlines in an airline merger or acquisition shall be treated as a single carrier and will not be considered a new entrant to PSP. A regional carrier is eligible for the Program if it markets and sells its service independent of a branded carrier which currently offers service at PSP.
9. If an air carrier receives benefits under the Program and exits a route, or the PSP market, during the incentive period, the air carrier shall repay the Airport/City of Palm Springs the total amount of all incentives previously taken for the qualified route(s). Such repayment shall be the Airport's sole compensation and remedy for the air carrier's reduction, termination, or discontinuance of flights/routes prior to the expiration of the incentive period. The Airport/City of Palm Springs, at its sole discretion, may consider waiving repayment of incentive benefits if, after operating the route(s) for a minimum of 4 months, the air carrier can provide documented proof that the incentivized route(s) is/are not viable.
10. All conditions for receiving incentives will be documented in the Memorandum of Agreement

between the airline and the Airport/City of Palm Springs and are subject to approval by the appropriate City of Palm Springs officials. The Memorandum of Agreement must be signed within 60 days of announcement. Any carrier that fails to comply shall forego all incentives in this program.

11. Once budgeted funds for this Air Service Incentive Program, marketing and waivers, have been expended for the fiscal year the program shall be suspended until additional funds are approved. The Executive Director of Aviation, their designee, or the City of Palm Springs has the right to amend, temporarily suspend, modify, alter, or cancel this Air Service Incentive Program at any time without notice. Funds budgeted for this program shall be determined annually during the City of Palm Springs annual budget process. Funding levels may vary year to year.
12. Daily service must operate at least five days per week, and less-than-daily service must operate at least two days per week. Once an airline announces service on an unserved route it will be considered served and any subsequent announcements by other airlines will fall under other applicable incentive options if any are applicable.

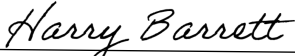
Additional Marketing Support is as follows:

1. The Airport will host a press conference, if requested, issue press releases, and use social channels to announce new route(s).
2. The Airport will work with the airline to select media options for advertising new service if requested.
3. The Airport will work with local organizations, such as chambers of commerce, to publicize new service.
4. The Airport will host an inaugural event for all new routes if requested.
5. The Airport will feature the new route(s) on its website for a period of up to 60 days following the announcement if requested.
6. The Airport will provide free advertising on its in-terminal digital advertising networks for a period of up to 60 days beginning within the first 60 days following the announcement if requested.

Pending approval, the 2024 Program will replace the 2022 Program on July 1, 2024, and the term of the 2024 Program will be July 1, 2024 to June 30, 2027, unless it is extended, suspended, or canceled by the City Council.

FISCAL IMPACT:

Airport Fund 415 will forego the collection of revenue through the incentive fee waivers, and marketing fund will be allocated through this account on an annual basis.

  
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Harry Barrett, Jr. A.A.E  
Executive Director

# PSP Concession Projected Opening Dates

ID	Task Name	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter
1							
2	Hey Joshua- complete		▶	★ 5/3			
3	Las Palmas Oasis- complete		▶	★ 5/3			
4	Cactus to Clouds		▶		★ 6/20		
5	Las Casuelas & Coachella Valley Coffee		▶		★ 6/21		
6	InMotion			▶	★ 8/2		
7	Uptown Essentials		▶			★ 8/30	
8	The Pink Door		▶			★ 8/30	
9	Vino Volo				▶	★ 11/15	
10	Trio				▶	★ 11/25	
11	Coachella Duty Free Cart				▶	★ 12/20	
12	Half Moon Empanadas					▶	★ 1/31

**ITEM 10.A - PAST CITY COUNCIL ACTIONS**

Airport Commission Meeting of May 15, 2024

**City Council Meeting of April 11, 2024:**

**1. CONSENT CALENDAR**

**SUBJECT**

**INTRODUCE AN ORDINANCE AMENDING SECTION 16.37.005 OF THE PALM SPRINGS MUNICIPAL CODE RELATING TO THE SIGNAGE REGARDING REGULATORY MEASURES APPLICABLE TO TRANSPORTATION NETWORK COMPANIES**

**RECOMMENDATION:**

Waive the reading of the ordinance text in its entirety, read by title only, and introduce an Ordinance entitled, "AN ORDINANCE OF THE CITY OF PALM SPRINGS, CALIFORNIA, AMENDING SECTION 16.37.005 OF THE PALM SPRINGS MUNICIPAL CODE RELATING TO SIGNAGE REGARDING REGULATORY MEASURES APPLICABLE TO TRANSPORTATION NETWORK COMPANIES."

Attachments

[Item 1H](#)

**City Council Meeting of April 25, 2024:**

**1. CONSENT CALENDAR**

**SUBJECT**

**SECOND READING AND ADOPTION OF ORDINANCE NO. 2096 AMENDING SECTION 16.37.005 OF THE PALM SPRINGS MUNICIPAL CODE RELATING TO THE SIGNAGE REGARDING REGULATORY MEASURES APPLICABLE TO TRANSPORTATION NETWORK COMPANIES.**

**RECOMMENDATION:**

Waive the second reading of the ordinance text in its entirety, read by title only, and adopt Ordinance No. 2096 entitled, "AN ORDINANCE OF THE CITY OF PALM SPRINGS, CALIFORNIA, AMENDING SECTION 16.37.005 OF THE PALM SPRINGS MUNICIPAL CODE RELATING TO SIGNAGE REGARDING REGULATORY MEASURES APPLICABLE TO TRANSPORTATION NETWORK COMPANIES."

Attachments

[Item 1I](#)

## **ITEM 10.B - FUTURE CITY COUNCIL ACTIONS**

Airport Commission Meeting of May 15, 2024

### **City Council Meeting of May 9, 2024**

#### **SUBJECT:**

**FISCAL YEAR 2022-23 MEASURE J AND SINGLE AUDIT REPORTS OF THE CITY OF PALM SPRINGS**

#### **RECOMMENDATION:**

Receive and file the following Financial Audit Reports for fiscal year June 30, 2023:

- Measure J Fund Report Annual Financial Report
- Single Audit

Attachments

[Item 3A](#)

### **City Council Meeting of May 9, 2024**

#### **SUBJECT:**

**APPROVAL OF THE AIRPORT MASTER PLAN AIRSIDE AND LANDSIDE CONCEPTUAL DEVELOPMENT PLAN FOR THE PALM SPRINGS INTERNATIONAL AIRPORT**

#### **RECOMMENDATION:**

Approve the Airport Master Plan airside and landside conceptual development plan for the Palm Springs International Airport including the associated terminal plan and onsite Consolidated Rental Car Facility (CONRAC).

Attachments

[Item 3B](#)