



**AIRPORT COMMISSION MEETING**

**Agenda Item Executive Summary**

Airport Conference Room, Palm Springs International Airport  
3400 E. Tahquitz Canyon Way, Palm Springs, CA 92262  
Wednesday, May 15, 2024 - 5:30 P.M.

**The following agenda items were distributed on the next regular business day after the Airport Commission agenda packet was distributed to the Airport Commission, and at least 24 hours prior to the Airport Commission meeting.**

**AGENDA ITEM 6 – Minutes**

**ATTACHMENT:** December 20, 2023 Minutes

**AGENDA ITEM 7.H – Financial Summary Update**

**ATTACHMENT:** Financial Summary Update

**AGENDA ITEM 7.K – Projects and Airport Capital Improvement Program Update**

**ATTACHMENT:** Projects and Airport Capital Improvement Program Update

**AGENDA ITEM 8 – Executive Director Report**

**ATTACHMENT:** Executive Director Report

**AGENDA ITEM 11.A – Airline Activity Report April 2024**

**ATTACHMENT:** Airline Activity Report April 2024

**AGENDA ITEM 8 – Airline Activity Report Fiscal Year Comparison**

**ATTACHMENT:** Airline Activity Report Fiscal Year Comparison



**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**

**MINUTES OF THE REGULAR MEETING OF THE AIRPORT COMMISSION OF  
THE PALM SPRINGS INTERNATIONAL AIRPORT  
Wednesday, December 20, 2023 – 5:30 P.M.**

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**1. CALL TO ORDER:**

Vice Chairman Corcoran called the Airport Commission Meeting to order at 5:30 P.M. and Commissioner Berriman lead the Pledge of Allegiance. The meeting was held in-person and via videoconference.

**2. POSTING OF THE AGENDA:** Posted on December 14, 2023.

**3. ROLL CALL:**

**Commissioners Present:**

Dave Banks (Palm Springs)	Kathleen Hughes (La Quinta)
Robert Berriman (Indian Wells)	Tracy Martin (Palm Springs)
Todd Burke (Palm Springs)	Tony Michaelis (Cathedral City)
Daniel Caldwell (Palm Springs)	Margaret Park (Riverside County)
Kevin Corcoran (Palm Springs) - Vice Chair	Jan Pye (Desert Hot Springs)
Aftab Dada (Palm Springs) - Chairman	Rick Wise (Indio)
David Feltman (Palm Springs)	Kevin Wiseman (Palm Desert)
J Craig Fong (Palm Springs)	Keith Young (Rancho Mirage)

**Commissioners Absent:** Denise Delgado (Coachella), M. Guillermo Suero (Palm Springs)

**Staff Present:**

Harry Barrett, Jr., Airport Executive Director  
 Jeremy Keating, Assistant Airport Director  
 Daniel Meier, Deputy Director of Aviation, Marketing and Air Service  
 Victoria Carpenter, Airport Administration Manager  
 Jacob Colella, Airport Maintenance Superintendant  
 Ramon Sanchez, Airport Operations Manager  
 Jeremy Holm, City Attorney  
 Christina Brown, Executive Program Administrator

**Others Present:**

Scott White, Visit Greater Palm Springs

Ryan Hayes, Mead & Hunt  
Justin Anderson, Mead & Hunt

**ACCEPTANCE OF THE AGENDA:**

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

4. **PUBLIC COMMENTS:** None

5. **APPROVAL OF THE MINUTES:**

**ACTION:** Approve the minutes of the Airport Commission Meeting of July 19, 2023. **Moved by Commissioner Wise, seconded by Commissioner Park, and unanimously approved with the correction provided by Commissioner Park by the following roll call vote: 14 Yes; 2 Abstain; and noting the absence of Commissioners Delgado and Suero.**

6. **DISCUSSION AND ACTION ITEMS:**

6.A Follow-Up to Strategic Planning Session Update

Airport Administration Manager Carpenter presented the Follow-Up to Strategic Planning Session Update which included information and data regarding airport comparisons. Commissioner Martin asked for the length of the term of the new Airport Use and Lease Agreement (AULA). Vice Chairman Corcoran asked if the strategy to keep the lower fees and costs down was to attract airlines to the Airport. Airport Executive Director Barrett affirmed that the lower the Airport can maintain its fees, the more attractive it is to the airlines.

Ms. Carpenter provided information regarding the Baggage Handling System (BHS) fees. She reported that the Airport projected operational costs to manage the baggage handling systems at almost \$900,000 for fiscal year 2023-2024 with the average fee of \$0.52 per enplaned passenger for signatory airlines and \$0.65 for non-signatory airlines. She clarified that these fees were for any passengers checking-in and getting ready to board a departing airplane. Vice Chairman Corcoran referred to when the new ticketing wing and baggage claim system was installed and that the system didn't work, and he asked if the Airport had to kick back any money to airlines. Ms. Carpenter confirmed that a kick back was not necessary, and she noted that the airlines were not being charged any operational fees at that time.

Ms. Carpenter reviewed the Airport Capital Improvement Projects for fiscal year 2022-2023, and she noted that any projects that were not completed within that fiscal year would roll over to the next fiscal year until the projects were completed and completely closed out. She also reviewed the Airport Capital Improvement Projects for fiscal years

2023-2024 and 2024-2025 which included relative costs and the source of funding allocated to each project.

Commissioner Wiseman asked about the cost of \$1,000,000 per restroom project. Assistant Airport Director Keating explained that the \$1,000,000 cost per restroom was common in airports, and he noted that construction and architectural costs for restroom costs are very expensive, and the Airport has five sets of men and women's restrooms for a total of ten restrooms. He said that in his experience the \$10,000,000 cost for ten restrooms was a solid number, and he noted that some of the restrooms were also being expanded, which was part of the high costs. Commissioner Caldwell inquired about gender neutral restrooms. Airport Executive Director Barrett said that he was beginning to see more airports and commercial buildings moving in the direction of gender-neutral restrooms which can provide more flexibility in terms of how the restrooms are used.

Commissioner Martin noted that Project 13, the Baggage Handling System, was budgeted at \$20 million with funding from a federal grant of \$13,560,000, and he asked who was paying the balance. Ms. Carpenter clarified that the federal grant does require the Airport to pay for 10% share of the project. Mr. Barrett stated that the specific project was being funded by a Transportation Security Administration (TSA) Other Transportation Grant (OTA) grant which was typically unusual with the exception of Federal Aviation Administration (FAA) grants. He noted that TSA was helping with the design and installation of the system itself, and he added that the Airport was working with the FAA on the building and facility expansion because the TSA would not fund that part of the project.

Mr. Barrett reported that once further conversations were held with the FAA, the FAA would help the Airport define what they can and cannot accommodate in terms of funding, and the rest of the project would likely have to be funded through some kind of Passenger Facility Charge (PFC) Bond or some other type of funding method. Commissioner Martin asked for confirmation that the Airport's share would be approximately \$6.5 million for the project. Mr. Barrett confirmed that the Airport's share would be approximately \$6.5 million for the project.

## 6.B Master Plan Update

Ryan Hayes with Mead & Hunt presented the Airport Master Plan Update, and he noted that the Mead & Hunt team had caught an error in their cost estimates. He said that the consolidated rental car facility had been mistakenly included in the cost estimate for Phase 2 when the cost estimate should have been included in Phase 1 of both alternatives and the error had been corrected. Mr. Hayes also noted that there had been some conflicting information in the timelines, and an updated timeline would be provided to the Commission. He referred to the Airport Commission's questions about benchmarking to other airports that have undertaken significant terminal project, and he said that Justin Anderson, Terminal Planner with Mead & Hunt, would be

presenting that information as well answering the questions that were submitted by the Commissioners in writing.

Mr. Hayes reviewed Refined Alternatives 1A and 3. Commissioner Wiseman referred to the National Environmental Policy Act (NEPA) and that the NEPA phases would have to be completed sequentially and that they could not overlap, and he asked if the next steps of the phase would have to be pushed back by a six-month period. Mr. Hayes confirmed that the next steps of the phase would have to be pushed back by a six-month period. Commissioner Wiseman asked if the NEPA and Program Definition were to go over the timeline, would there then be a cumulative delay of one-year delay. Mr. Anderson confirmed that there would be a cumulative delay of one-year, specifically because a good portion of both alternatives would require some FAA funding, and the FAA will not fund the project until NEPA is cleared. He further clarified that there could be some overlap with the Program Definition and Design, and depending on the type of project delivery of the terminal construction, the Design and Construction could also occur simultaneously. Commissioner Wiseman asked if the worst-case scenario would be that the project would start in mid-2030. Mr. Hayes stated that the worst-case scenario could be that the project would begin in eight to ten years, which is dependent on the environmental impact and mitigation plans that would need to be developed.

Mr. Anderson presented information on the Terminal Project Benchmarking. Commissioner Martin stated that there are always examples in construction projects where cost estimates have been drastically underestimated, and construction costs have sometimes been double of what was expected, and he asked where the estimates presented fell in terms of being very conservative or very aggressive. Mr. Anderson said that the estimates were probably between a 40 to 45% in terms of soft costs and contingency and that they were still high level with the cost estimates and conservative with the conceptual master planning phase and that accuracy and contingency would definitely go down as the design proceeds. Mr. Martin asked Mr. Anderson if the Mead & Hunt team felt comfortable with the cost estimates presented thus far or if they would already be looking at overruns relative to this. Mr. Anderson said that the Mead & Hunt team felt comfortable with the cost estimates they had presented. Commissioner Berriman asked where the demolition costs fell in the cost estimates. Mr. Anderson said that the demolition costs were included in demolition of the regional concourse for Alternative 1A and in Phase 2 for Alternative 3.

Commissioner Feltman questioned the actual number of gates there would be for Alternative 1A. Mr. Anderson said that there would be 25 gates open during Phase 1, 24 gates open in Phase 2, 29 gates open in Phase 3, and 34 gates open in Phase 4. He explained that expansion would have gates for the larger aircraft which would allow for more seat capacity. Commissioner Banks asked if the loss of revenue had been factored into the cost of the project. Mr. Hayes said that while the loss of revenue had not been quantified in the Master Plan process, he did recognize that there would be a loss of revenue and operational challenges which his team and the Airport team had discussed. Mr. Anderson noted that once the concessions and other revenue making



operations were reopened, the lost revenue would be recaptured, and he said that customer experience would be the highest priority. Commissioner Feltman asked if the Airport had funds in place for the project. Mr. Barrett said that the Airport did not have the funds in place for the project and that a financial plan would need to be developed.

Vice Chairman Corcoran asked Mr. Hayes to review the advantages and disadvantages of Alternative 1A and 3. Vice Chairman Corcoran inquire about the possibility of placing one or two levels off the Consolidated Car Rental Facility (CONRAC) below ground. Mr. Hayes said that the Mead & Hunt team had spoken to their rental car subcontractor and their cost estimator, and the consensus was that there would be a 30% cost increase per level to go underground versus above ground.

Commissioner Martin inquired about the reduction of ten gates in Phase 2 – Construction of Alternative 1A. Mr. Barrett confirmed the reduction of gates in Phase 2 - Construction was one of the challenges for Alternative 1A. Commissioner Martin asked how long Phase 2 would be. Mr. Anderson said that Phase 2 would probably be a three-year build, and he noted that the Mead and Hunt team was looking into how they could compensate for the loss of the ten gates and that they had seen other airports get creative with how they made up for the loss of gate capacity by using sprung structures and by adding busing operations for remote parking areas for the aircraft. Commissioner Young asked if it was fair to say that during this phase, there would be a significant percentage of passengers that would have a less satisfying experience than they currently do and that there would be a percentage of passengers that would be having a considerably better experience than other passengers during the three-year build. Mr. Anderson confirmed that there would be different levels of passenger experience during the construction project which is common for all airports that are going through a construction phase of this magnitude.

Commissioner Banks inquired about the shelf life of the Wexler building. Mr. Hayes noted that Mead & Hunt had their mechanical and electrical engineers inspect the Wexler building, and Mr. Anderson said that he couldn't provide an exact number of years for the use of the Wexler building. He said that the summary of the engineer's assessment was that a central utility plant makes the most sense to serve Alternative 1A and to add those efficient types of building systems into the Wexler building and any type of new concourse that comes off of the building which was included in the estimate.

Commissioner Feltman referred to the advantages of Alternative 3, and he said that he wanted to say on the record that he was concerned about there not being any discussions about how the Airport would be including the community in the future use of the Wexler building, and he referred to how long it was taking to renovate the Downtown Palm Springs theater and the substantial increase to the original cost of the renovation. Commissioner Feltman voiced his concern in regard to the challenges that the Airport could run into with a renovation to the Wexler building, and he said that the Airport has a responsibility to the community to understand what the

implications will be for renovating the Wexler building. Commissioner Feltman said that he also wanted to go on the record that he isn't a raging preservationist and that he is committed to not having buildings collapse and fall into disuse or to become dilapidated which commonly happens in this community.

Mr. Barrett reviewed the possible operational disruptions for Alternatives 1A and 3, Phases 1 and 2. Scott White, President and CEO of Visit Greater Palm Springs, asked Mr. Barrett if the airlines had been notified of the possible operational disruptions. Mr. Barrett said that staff had recently received the information and that staff had not had the opportunity to share the information with the airlines. Mr. White said that he saw things from the lens of having three customers: the airlines, which are a critical customer; the traveler; and the operational team. He said that it sounded like Alternative 1A would give the Airport the greatest flexibility to make adjustments during the different phasing processes based on the Airport's needs if and if the Airport continues to grow or if it needs to shrink or if the Airport needs to make adjustments based on technology. He stated that he was not coming up with a recommendation as there needs to be more dialogue with the airlines, specifically in regard to the disruptions and the impact it would have on the Airport staff and the travelers and that it should be further vetted out before a decision could be made.

Commissioner Wiseman asked if the hotels and resorts had weighed in with their opinions, and if anyone had spoken to Gary Wexler to discuss the historic nature of Wexler building and to ask him for his opinion on repurposing the original terminal versus expanding and keeping it in use. Mr. Barrett said that early in the process, staff had spoken with Mr. Wexler, and he believed that Mr. Wexler was comfortable with either alternative. Vice Chairman Corcoran said that he was not aware of any formal presentation being provided to PS Resorts, and he noted that Chairman Dada, who represents the Hilton Palm Springs, had informed him that he supported Alternative 1A.

Commissioner Burke said that he was originally in support of Alternative 1A until Mr. Barrett had presented the possible operational disruptions which opened more questions and reinforced that the questions needed to be answered and the airlines also needed to be informed about the operational disruption, and he said that he wouldn't be comfortable with making decision in this meeting. Mr. Barrett explained that the airlines are fairly used to these types of projects occurring in airports and for the most part they understand what impacts could occur during the course of construction, and he said that there are considerable costs for Alternative 3 – Phase 1 which is a real concern for the Mead and Hunt team because if Alternative 3 is selected, the Airport staff would have focus on finding creative ways to raise the funds for the project. Vice Chairman Corcoran noted that in order to keep the timeline, a recommendation would need to be made at this meeting and that any additional feedback from the airlines would be included in the City Council staff report and updates would also be provided to the Airport Master Plan Working Group.

Commissioner Caldwell voiced his concern in regard to the cost of Alternative 3 – Phase 1, and he voiced his support for Alternative 1A. Commissioner Michaelis said that the cost of Alternative 3 was not practical, and he voiced his support for Alternative 1A. Commissioner Wise said that he was in support of Alternative 1A because Phase 1 had a shorter construction period, the cost was lower, and the project could be stopped at Phase 1 if a recession or pandemic were to occur.

Commissioner Young asked if through a Public Private Partnership (PP3) or other funding options, was it reasonable to presume given the current financial climate that if Alternative 3 was chosen, there would be a probable pathway for funding or is funding for Alternative 3 unrealistic. Mr. Hayes said that funding Alternative 3 would be challenging under traditional fundings and without a PP3, and he said that he did believe that a PP3 could be a feasible option for funding. Commissioner Young asked if it would be fair to say that best case scenario for either alternative that the timing was four to seven years with an approximate 18-month differential between the alternatives and that passengers in Alternative 1A would have challenging travel experiences during the construction phase and Alternative 3 would provide a more satisfactory experience which would be at a higher cost and would require additional time. Mr. Hayes said that Commissioner Young's statement was a fair statement.

Commissioner Martin referred to the demand that was driving the Airport growth, and asked where the demand was coming from. Mr. Hayes said that it was a combination of increased capture of the Palm Springs market and increased tourism to the Coachella Valley.

Commissioner Fong noted that he had thought that Alternative 3 was the best option because it would provide a more forward-looking facility, and he asked if he was correct in hearing that the Mead & Hunt team doesn't really know where the growth is coming from other than a future increase in hotels and tourists. Mr. Barrett explained that at the master planning level, the source of the growth is an unknown factor, and he asked Mr. White to weigh in on the subject. Mr. White noted that there are 10,000 new homes that are in the pipeline for the Coachella Valley which would be taken into consideration for the needs of the Airport for long-term growth, he said that in regard to tourism, the Coachella Valley is running an average occupancy of about 62% which could easily increase to approximately 73%. Mr. White said that he believed that Mead & Hunt's projections were sound projections for the long-term future.

Commissioner Banks said that he was in support of Alternative 3 because of the limitations he saw when he toured the Airport, and he said that he believed that it would be difficult to expand the Airport. Commissioner Feltman asked for a review of the timelines for the two alternatives. Mr. Hayes said that for the best-case scenario, it would be three and half years to get to Phase 1 of Alternative 1A which includes the CONRAC, seven new gates, and a Federal Inspection Station (FIS), and six years to get to Phase 1 of Alternative 3 which includes an entirely new head house, the CONRAC, and 20 new gates.

Commissioner Pye said that she had originally been in favor of Alternative 3 and that she had changed her mind after learning that the funding was uncertain for Alternative 3, and she said that she was in support of Alternative 1A.

Vice Chairman Corcoran said that the funding was clearly an issue, and he said that in regard to the operational disruptions, it seemed that there were solutions available to overcome the obstacles for both alternatives. Vice Chairman Corcoran voiced his support for Alternative 1A because it was the most financially feasible option.

The consensus of the Airport Commission was to move forward with recommending Alternative 1A to the City Council.

**ACTION:** To recommend to the City Council the approval of Airport Master Plan Design Alternative 1A. **Moved by Commissioner Burke, seconded by Commissioner Fong, and approved by the following roll call vote: 14 Yes; 2 No; and noting the absence of Commissioners Delgado and Suero.**

Vice Chairman Corcoran inquired about the next steps. Mr. Hayes said that there would be two additional Master Plan Working Group meetings and that the Working Group would be primarily focused on the airfield master planning, some landside developable property, and determining where Signature Flight Support would be relocated to, and the airfield, landside, and terminal recommendations would be packaged into one comprehensive master plan concept which would need to be approved by the City Council before it can be submitted to the FAA for approval. Vice Chairman Corcoran stated that the commitment would be to keep the full Airport Commission aware of what is happening and to see where the City Council lands on this.

#### 6.C Financial Summary Update

Airport Administration Manager Carpenter noted that the Financial Summary Update was provided in the agenda packet, and she said that based on the recommendations that she had received from Commissioner Martin, she had reorganized, regrouped, moved some of the charts to their own pages, and she removed one of the fiscal years. Ms. Carpenter reported that the Airport was in a good financial position, and she stated that regarding the budget, one must keep in mind that the Airport is seasonal and there would be an increase in revenues over the next few months and then taper off in May, and that most of the Airport's expenditures would also happen during that time as the Airport works on operational maintenance needs. Vice Chairman Corcoran thanked Commissioner Martin for volunteering to be the Chairman of the Budget and Finance Committee.

#### 6.D Marketing Update

Deputy Director of Aviation, Marketing and Air Service Meier presented the Marketing and Air Service update for December 2023. Vice Chairman Corcoran inquired about

the departure time for Alaska Airlines new non-stop flight to New York. Mr. Meier said that the departure time was at 2:00 p.m. and it arrives from New York at 12:30 p.m. Mr. Meier reviewed the three-year naming rights partnership with Agua Caliente Casinos for the renaming of the Regional Jet Concourse to Agua Caliente Concourse. Commissioner Caldwell inquired about gaming in the Concourse. Mr. Meier clarified that there wouldn't be any type of gaming in the Concourse.

Commissioner Feltman asked if the Airport used a third-party consultant to negotiate the advertising contract with Fuse. Mr. Meier explained that he had worked with the City's Procurement Department to put out the RFP. Commissioner Feltman asked for benchmark data on contracts for advertising and an analysis from other airports.

Commissioner Wiseman asked staff to make sure that the activation spaces don't encroach upon the walking paths to the seating areas, and to be mindful of the visibility of the gate numbers. Vice Chairman Corcoran asked what the Commission could expect in terms of being informed about different activations and suggestions, and he asked what type of input staff would be expecting from the Commission. Mr. Meier said that he was open to the Commission's ideas and input, and he suggested that the activation space concepts could be reviewed by the Marketing and Business Development Committee. Vice Chairman Corcoran agreed that the review could start there, and he said that Commission would also need to be included. Commissioner Burke said that he agreed with Vice Chairman Corcoran.

Commissioner Feltman inquired about the timeline. Mr. Meier stated that the ribbon-cutting ceremony would be taking place sometime in the spring of 2024.

#### 6.E Concessions Update

Assistant Airport Director Keating reported that the updated concession projected opening dates schedule was provided in the agenda packet and that not much had changed from the previous schedule in terms of projected dates. Vice Chairman Corcoran asked if the City had been supportive with fast tracking the permits. Mr. Keating said that the Planning Department had been helping as much as they possibly can.

Airport Administration Manager Carpenter reported that Paradies had notified the Airport staff that El Marisol had pulled out of the deal, and Paradies was currently working with two other local brands to see about having one of them come into the Airport. She stated that Paradies was currently in discussions with the two brands, they were progressively working through the design elements and business terms, and they hoped to have something lined up by the first week of January.

Commissioner Burke asked if the Mexican cuisine concept would remain the same. Ms. Carpenter said they would need to keep the Mexican cuisine because of the constraints of the kitchen. Commissioner Burke asked if additional temporary coffee options could be offered in the morning. Vice Chairman Corcoran added that many of

the Commissioners were receiving negative feedback about the long lines for coffee in the morning and the availability of grab and go options. Mr. Keating stated that coffee had been added to Half Moon Empanadas, there was coffee available at the quick serve in Santa Rosa Kitchen, and a coffee cart in front of the Regional Jet Concourse. Vice Chairman Corcoran questioned why the lines were so long. Mr. Keating said that Mr. Meier had added more signage, and he said that staff could do some more outreach to inform the travelers of the additional coffee options. Commissioner Burke reported that in the last six weeks, he had had nine departures out of the Airport at 8:00 a.m., and not one time was the coffee cart in front of the Regional Jet Concourse been open for business. Mr. Keating said that Paradies has been having some challenges with staffing and that the Airport staff was working with Paradies to make sure that Paradies has staff at the coffee cart.

#### 6.F Projects and Airport Capital Improvement Program Update

Airport Executive Director Barrett noted that he would be meeting with the Operations, Properties and Facilities Committee in the new year to provide an update on the FIS study. Commissioner Feltman asked for a Wi-Fi update. Mr. Barrett stated that he had met with the Director of IT, and they were finally able to get a purchase order issued to purchase the equipment which was in the works and a priority. Mr. Keating added that they were expecting to receive the equipment by the end of January.

### 7. **EXECUTIVE DIRECTOR REPORT:**

Airport Executive Director Barrett noted that the Executive Director Report was provided in the agenda packet.

### 8. **COMMISSIONERS REQUESTS AND REPORTS:**

Commissioner Berriman reported that a resident had asked him about the signage at the TNC pickup area that was in regard to the Uber and Lyft drivers not being subject to alcohol and drug testing, and he asked if the signage was still accurate and relevant. Airport Executive Director Barret said that the sign was not accurate or relevant and that staff was working taking an ordinance amendment to the City Council to repeal the signage requirement.

### 9. **REPORT OF CITY COUNCIL ACTIONS:**

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

### 10. **RECEIVE AND FILE:**

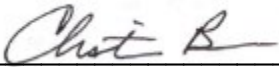
- 10.A Airlines Activity Report November 2024
- 10.B Airline Activity Report Fiscal Year Comparison

**11. COMMITTEES:**

- 11.A Future Committee Meetings
- 11.B Updated Committee Rosters

**ADJOURNMENT:**

The Airport Commission adjourned at 7:58 P.M. to a Regular Meeting on January 17, 2024, at 5:30 P.M.



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Christina Brown  
Executive Program Administrator



palm springs  
INTERNATIONAL AIRPORT

## 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.

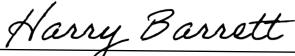
Additional Marketing Support is as follows:

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

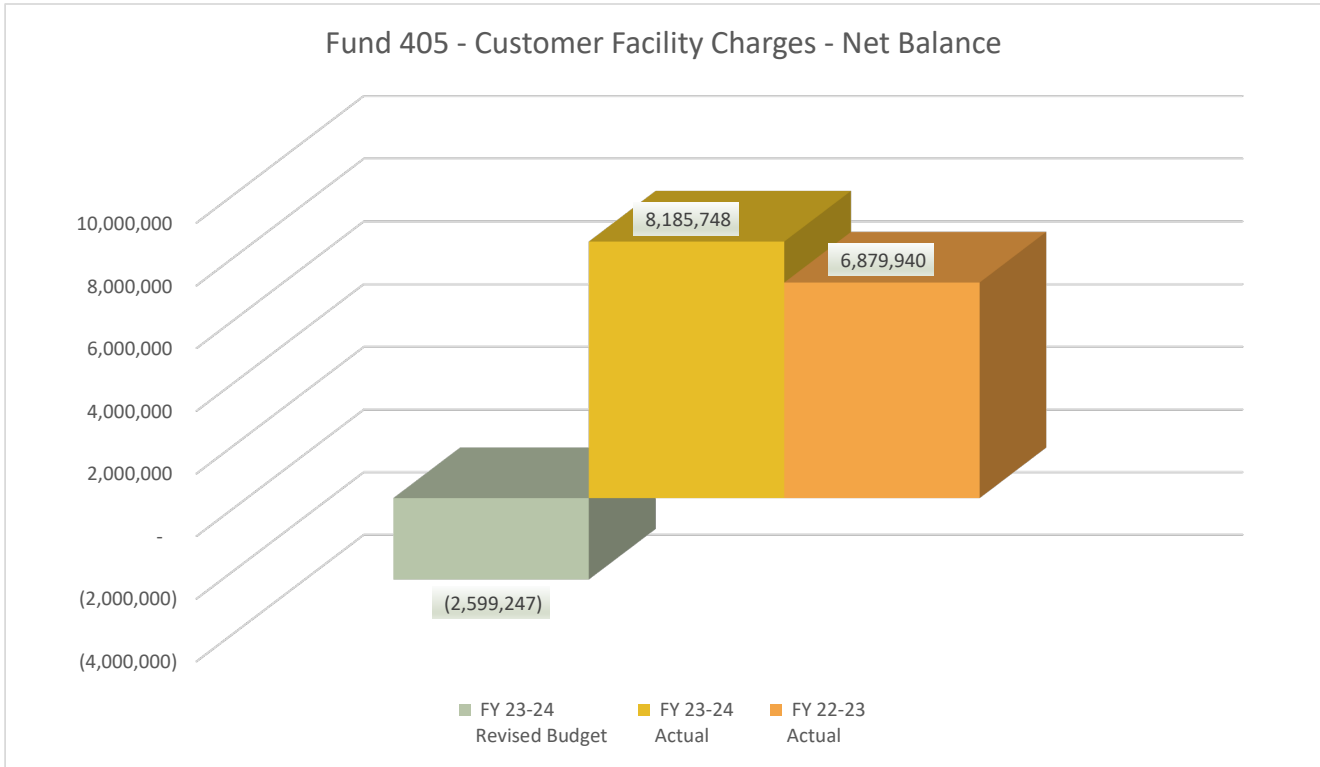
# PSP Concession Projected Opening Dates

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



**CITY OF PALM SPRINGS**  
**PALM SPRINGS INTERNATIONAL AIRPORT**  
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<b>Fund 405 - Customer Facility Charges</b>	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	8,185,748	89%	6,879,940	19%
Operating Expenditures	11,780,574	-	0%	-	0%
<b>Surplus / (Deficit)</b>	<b>(2,599,247)</b>	<b>8,185,748</b>	<b>-315%</b>	<b>6,879,940</b>	<b>-19%</b>



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

**Revenues**

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

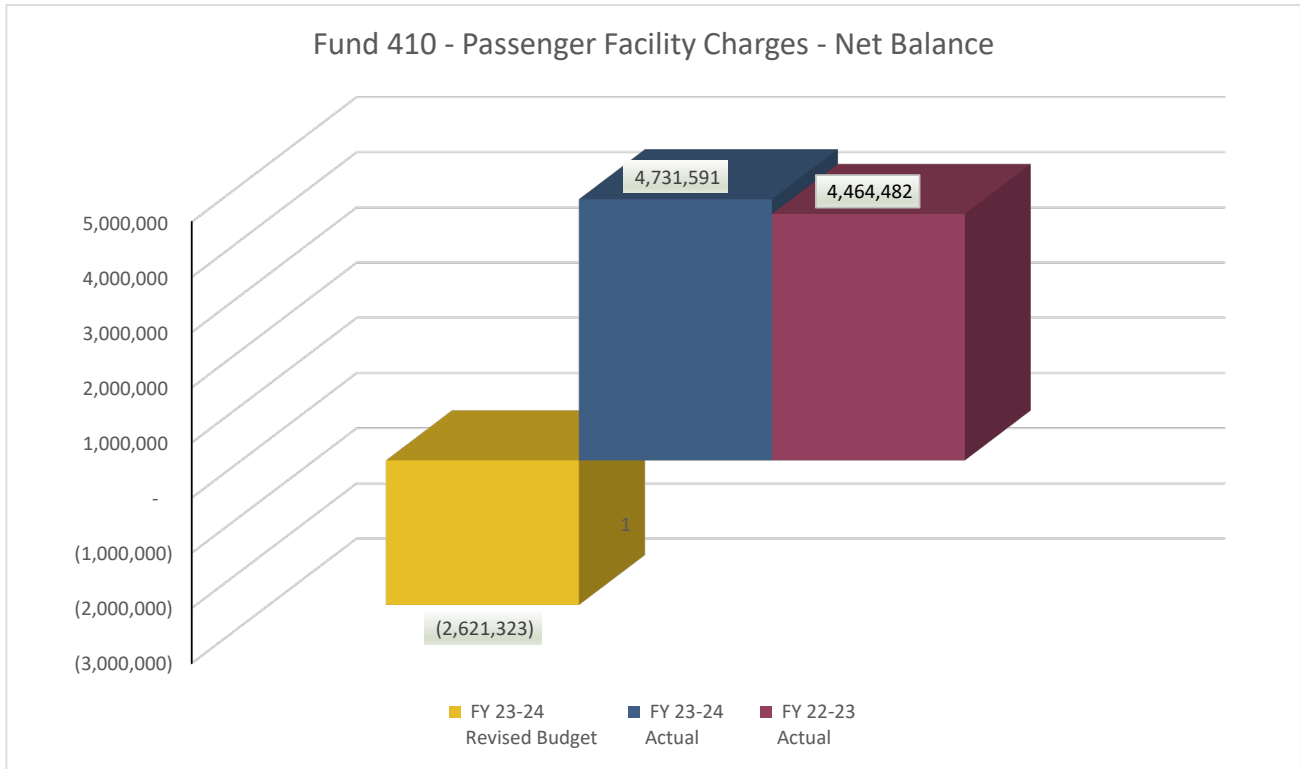
YTD, revenues of \$8.1M represents 89% of the full year budget, reflecting seasonal nature of CFC revenues.

**Expenditures**

YTD, the airport has not spent any of the Fund 405 budgeted expenditures.

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<b>Fund 410 - Passenger Facility Charges</b>	<b>FY 23-24 Revised Budget</b>	<b>FY 23-24 Actual</b>	<b>FY 23-24 % Of Budget</b>	<b>FY 22-23 Actual</b>	<b>FY 20-23 vs FY 21-24 % Change</b>
Operating Revenue	6,450,776	5,071,882	79%	4,910,927	3%
Operating Expenditures	9,072,099	340,291	4%	446,445	-24%
<b>Surplus / (Deficit)</b>	<b>(2,621,323)</b>	<b>4,731,591</b>	<b>-181%</b>	<b>4,464,482</b>	<b>6%</b>



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

**Revenues**

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

YTD, revenues of \$5.0M represents 79% of the full year budget, reflecting seasonal nature of CFC revenues.

**Expenditures**

On July 18, 2019, the City of Palm Springs issued 2019 Airport Passenger Facility Charge Revenue Bonds for \$22,270,000 to finance a portion of the design, acquisition, and construction of ticketing hall and baggage handling system improvements. Interest is payable semiannually on June 1, and December 1 of each year, commencing December 1, 2019, until maturity or earlier redemption. Fiscal year 2024 principal is \$1,690,000 and interest is \$807,000. Expenses to fund 410 include principal and interest and contractual services to the bond consultant.

YTD expenses of \$340,291 represents the interest payments for the 2019 bond.

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<b>Fund 415 - Airport Operations &amp; Maintenance</b>	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	64,090,869	35,815,517	56%	46,734,924	-23%
Operating Expenditures	51,371,103	26,186,095	51%	20,024,023	31%
<b>Surplus / Deficit</b>	<b>12,719,766</b>	<b>9,629,422</b>	<b>76%</b>	<b>26,710,901</b>	<b>-64%</b>

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

**Revenues**

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

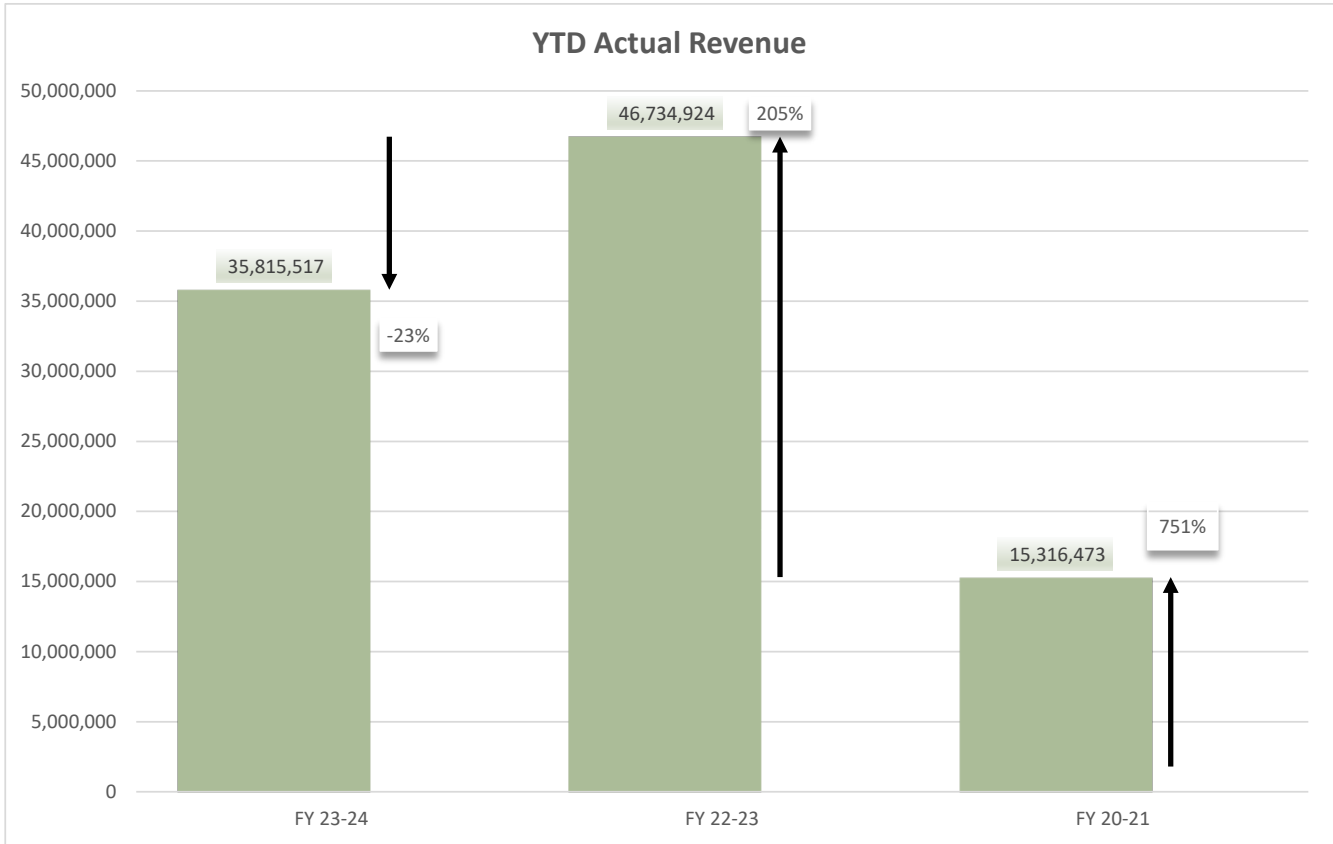
**Expenditures**

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

**CITY OF PALM SPRINGS**  
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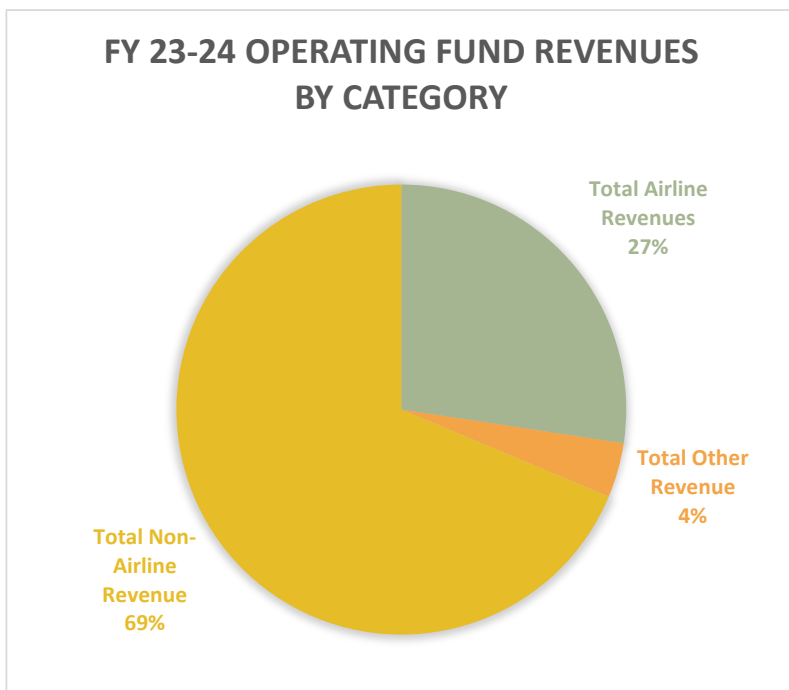
<b>Fund 415 - Airport</b>					
<b>Operations &amp; Maintenance</b>	FY 23-24 Revised Budget	FY 23-24 Actual	FY 23-24 % Of Budget	FY 22-23 Actual	FY 22-23 vs FY 23-24 % Change
<b>Operating Revenue</b>					
<b>Airline Revenue</b>					
Landing Fees	5,910,134	3,695,245	63%	2,858,562	29%
Landing Fee Surcharge	-	(93,778)	0%	1,730,027	-105%
Terminal Airline Space/Joint Use	9,467,216	4,088,667	43%	1,805,113	127%
Gate Per Use Fees	3,470,605	1,108,220	32%	1,131,907	-2%
Passenger Loading Bridge Fee	1,255,064	420,277	33%	-	0%
Baggage Handling System Fees	897,000	594,123	66%	-	0%
<b>Total Airline Revenues</b>	<b>21,000,019</b>	<b>9,812,754</b>	<b>47%</b>	<b>7,525,609</b>	<b>30%</b>
<b>Other Revenue</b>					
CARES Act	-	-	0%	5,989,698	-100%
CRRSAA-Airport	4,783,916	1,408,292	29%	-	0%
CRRSAA-Concessions	280,390	-	0%	280,390	-100%
ARPA-Airport	1,481,290	-	0%	9,310,342	-100%
ARPA - Concessions	1,121,560	-	0%	(280,390)	-100%
<b>Total Other Revenue</b>	<b>7,667,156</b>	<b>1,408,292</b>	<b>18%</b>	<b>15,300,040</b>	<b>-91%</b>
<b>Non-Airline Revenue</b>					
General Aviation	406,000	299,284	74%	323,304	-7%
Non-Aeronautical Ground Rental	457,315	565,008	124%	353,536	60%
Aeronautical Ground Rental	1,247,329	1,044,053	84%	1,194,094	-13%
Parking	6,697,064	5,447,680	81%	5,246,451	4%
Airport Use Permits	53,263	107,720	202%	78,669	37%
Non-Airline Terminal Rent Fee	9,998,816	2,552,446	26%	1,844,635	38%
Rental Car - Overflow Parking	371,809	185,438	50%	161,512	15%
Advertising	315,951	411,441	130%	383,254	7%
On Airport Rental Car	11,944,780	9,164,742	77%	9,984,547	-8%
Commercial Services Fees	1,099,000	964,591	88%	898,443	7%
Ground Transportation Fees	1,195,000	1,108,034	93%	911,611	22%
Customs	336,296	344,636	102%	350,883	-2%
All Other Revenue	1,301,070	2,399,398	184%	2,178,335	10%
<b>Total Non-Airline Revenue</b>	<b>35,423,694</b>	<b>24,594,471</b>	<b>69%</b>	<b>23,909,275</b>	<b>3%</b>
<b>Total Operating Revenues</b>	<b>64,090,869</b>	<b>35,815,517</b>	<b>56%</b>	<b>46,734,924</b>	<b>-23%</b>

**CITY OF PALM SPRINGS  
PALM SPRINGS INTERNATIONAL AIRPORT  
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**Note: FY22-23 had \$15M in revenues from one-time CARES & ARPA grant funds**

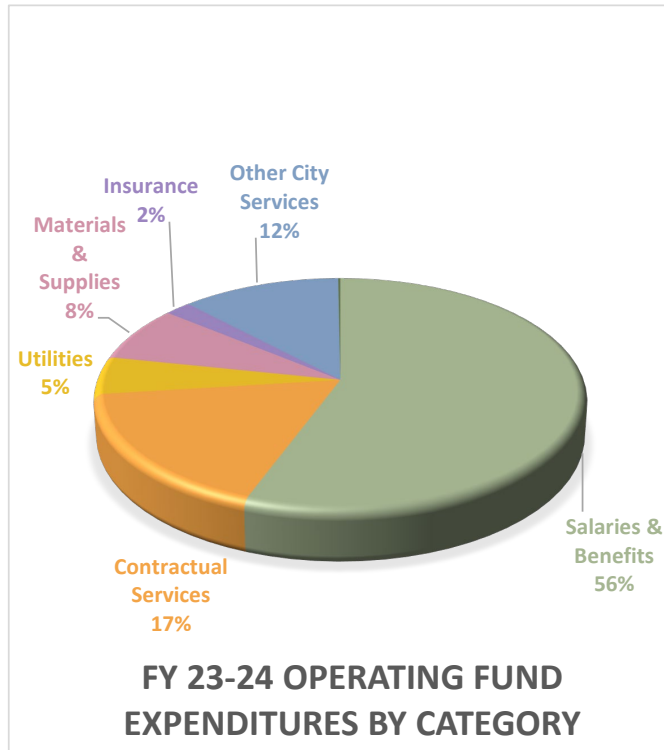
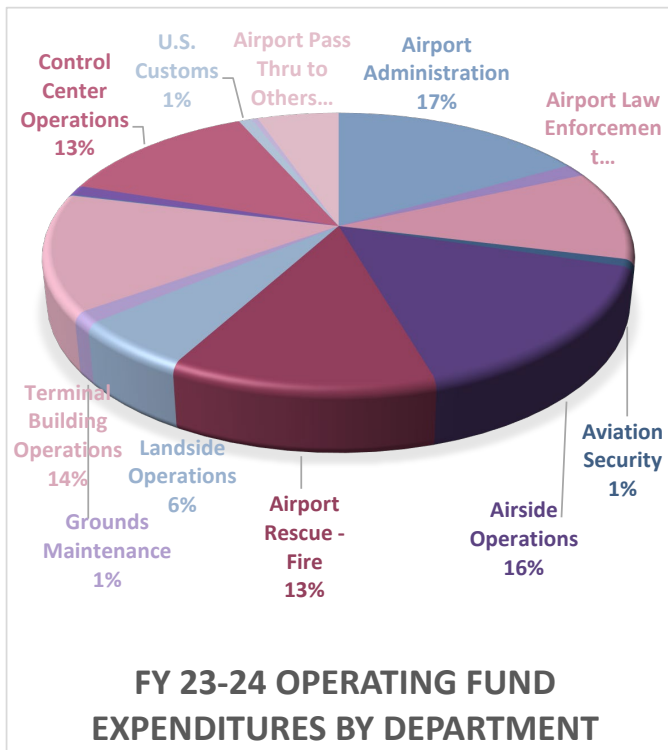
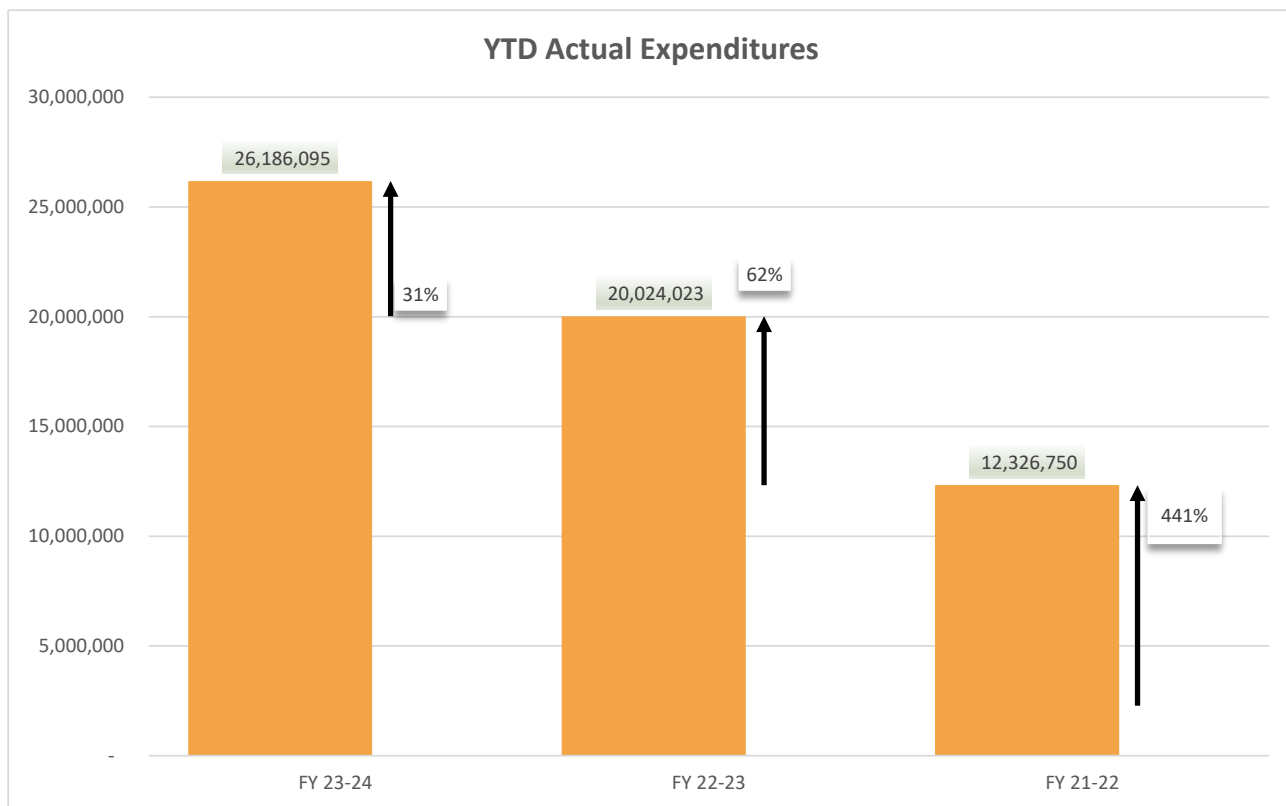
YTD actual revenue is \$9.7M below the prior year because the prior year YTD included: CARES ACT funding of \$6M and ARPA funding of \$9.3M that will not repeat in the current year. Adjusting for these two items, revenue is up 14% YTD over the prior



**CITY OF PALM SPRINGS**  
**PALM SPRINGS INTERNATIONAL AIRPORT**  
Financial Summary  
Ending April 30, 2024

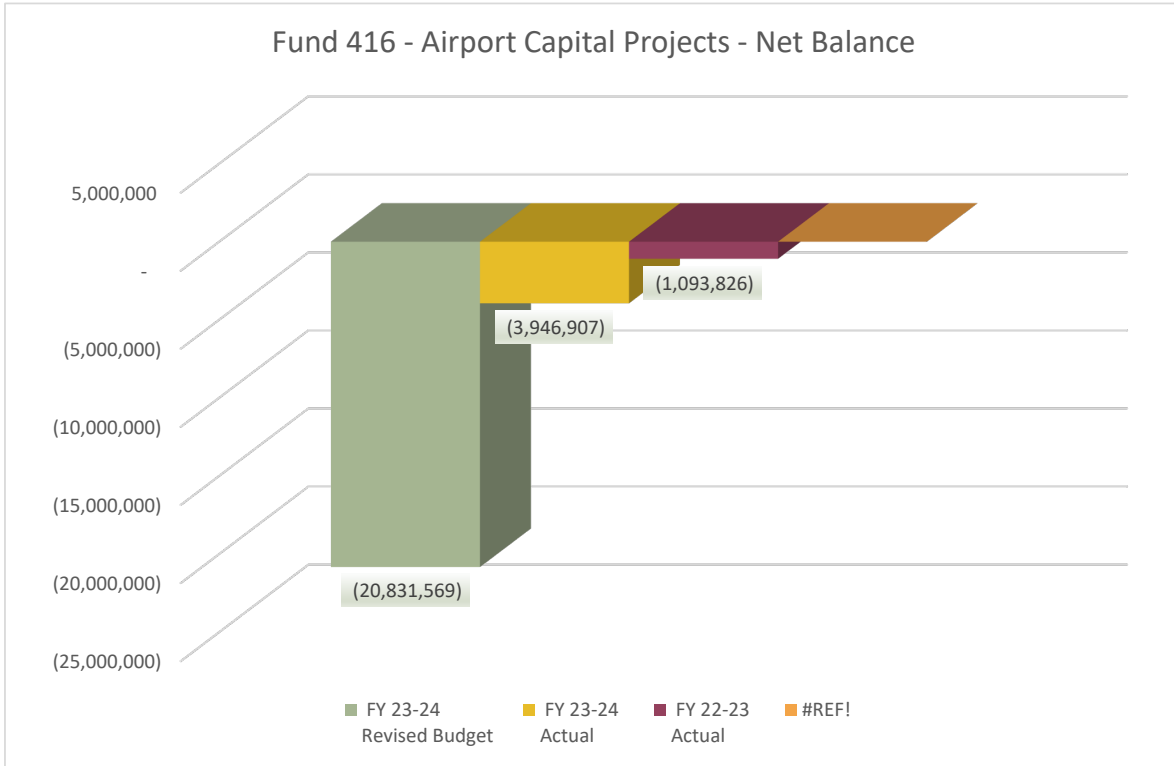
<b>Fund 415 - Airport</b>					
<b>Operations &amp; Maintenance</b>	FY 23-24 Budget	FY 23-24 Actual	FY 23-24 % Of Budget	FY 22-23 Actual	FY 22-23 vs FY 23-24 % Change
<b>Operating Expenditures</b>					
Airport Administration	8,155,945	4,392,216	54%	4,063,101	8%
Airport Information Technology	1,026,206	391,062	38%	27,568	
Airport Law Enforcement	3,130,981	2,776,340	89%	2,495,838	11%
Aviation Security	1,936,264	218,056	11%	-	0%
Airside Operations	5,981,668	4,132,376	69%	346,032	1094%
Airport Rescue - Fire	4,828,582	3,278,107	68%	2,935,449	12%
Landside Operations	2,217,250	1,506,544	68%	1,198,597	26%
Grounds Maintenance	691,680	338,462	49%	452,820	-25%
Terminal Building Operations	8,270,483	3,617,920	44%	5,236,497	-31%
Passenger Boarding Bridges	120,000	31,024	26%	13,759	125%
Baggage Handling System	897,000	300,992	34%	263,016	14%
Control Center Operations	4,169,247	3,473,930	83%	2,782,837	25%
U.S. Customs	336,436	230,218	68%	208,507	10%
Planning & Projects	723,776	102,507	14%	-	0%
Airport Pass Thru to Others	1,401,950	1,396,342	100%	-	0%
PERS Cost Recovery	500,000	-	0%	-	0%
Budget Transfer Out	6,983,634	-	0%	-	0%
<b>Total Operating Expenditures</b>	<b>51,371,103</b>	<b>26,186,095</b>	<b>51%</b>	<b>20,024,023</b>	<b>-31%</b>
<b>Surplus / (Deficit)</b>	<b>12,719,766</b>	<b>9,629,422</b>	<b>76%</b>	<b>26,710,901</b>	<b>-64%</b>

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<b>Fund 416 - Airport Capital Projects</b>	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	1,363,921	2%	2,824,100	-52%
Operating Expenditures	90,533,365	5,310,828	6%	3,917,926	36%
<b>Surplus / (Deficit)</b>	<b>(20,831,569)</b>	<b>(3,946,907)</b>	<b>19%</b>	<b>(1,093,826)</b>	<b>261%</b>



Fund 416 is the airports capital program

**Revenues**

Airport Improvement Program (AIP) grants are offered to PSP to provide funding assistance for eligible capital projects that meet the criteria of the federal program. Additional funding is being distributed through AIP grant program by the Bipartisan Infrastructure Law (BIL). These grants have a 9.34% local share and the remaining 90.66% are reimbursed by the FAA. Revenues in excess of the Airport Operations & Maintenance are transferred to fund 416 to cover capital projects.

**Expenditures**

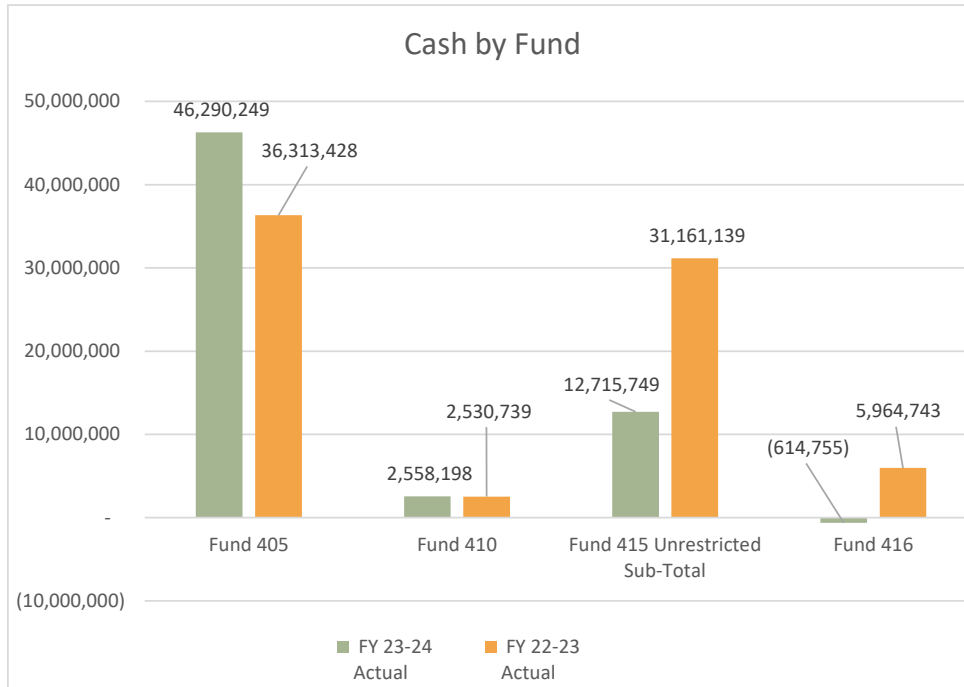
The airports Capital Improvement Program and Capital Outlay projects are shown on a separate sheet. Under the new the AULA, the airlines will be charged amortization for certain capital projects to help recover its portion of funds used for capital assets. A capital expenditure is any single item that costs \$300,000 or more with a useful life in excess of three years, including planning studies, environmental studies, and environmental mitigation measures.

YTD there is a deficit of \$5.3M. At the end of the year, fund 415 will transfer the surplus to the capital account to fund the deficit. We expect revenue to be \$85M below budget due to the push out of associated capital projects. The corresponding expenses for the pushed out projects will also be deferred to future fiscal years.



**CITY OF PALM SPRINGS**  
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 Ending April 30, 2024

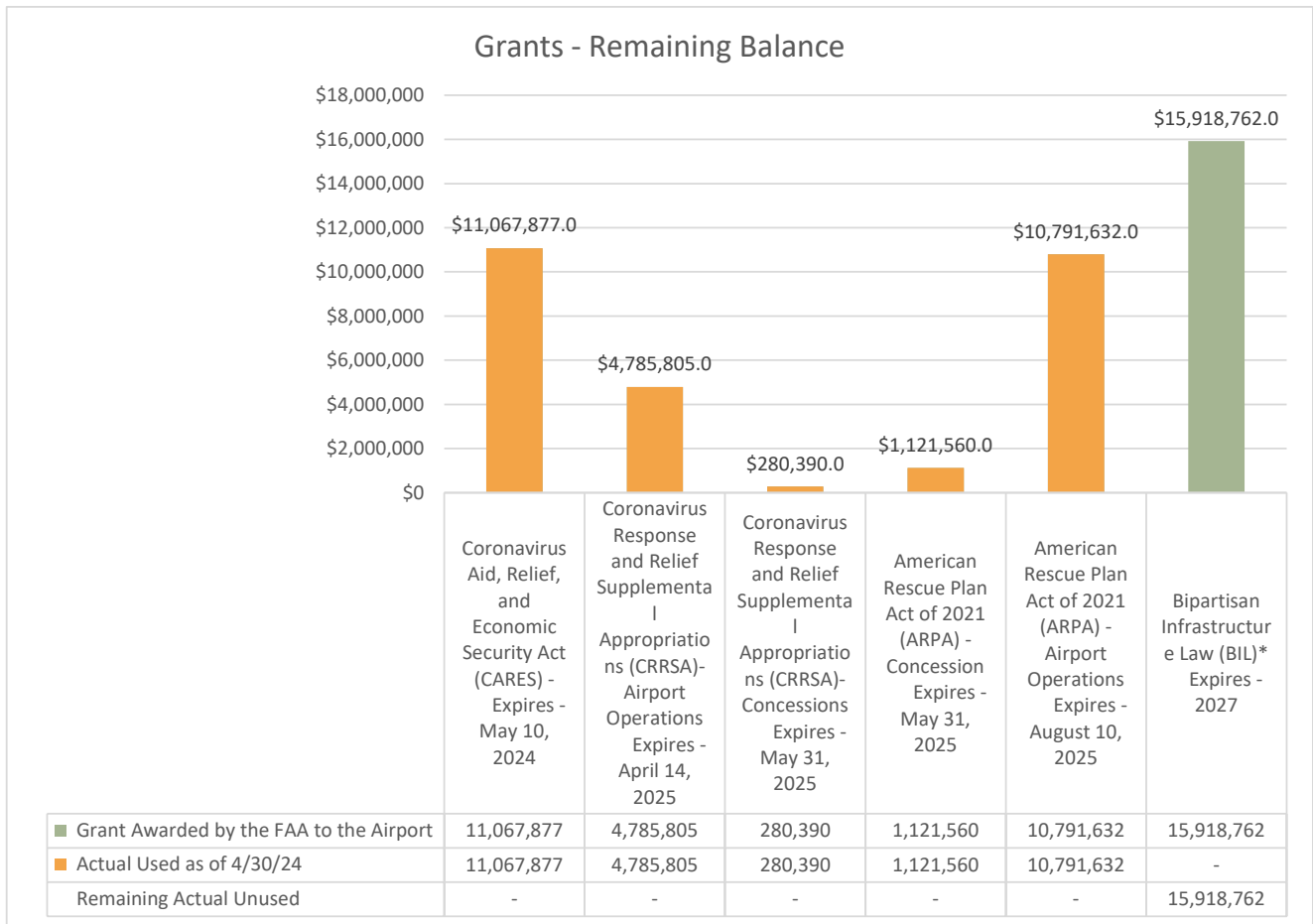
<u>Cash Summary</u>	FY 23-24 Actual	FY 22-23 Actual
<b>Fund 405</b>	46,290,249	36,313,428
<b>Fund 410</b>	2,558,198	2,530,739
<b>Fund 415 Unrestricted Sub-Total</b>	12,715,749	31,161,139
<b>Fund 416</b>	(614,755)	5,964,743



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

Financial Summary  
Ending April 30, 2024

Grant Type Expiration Date	Grant		
	Awarded by the FAA to the Airport	Actual Used as of 4/30/24	Remaining Actual Unused
<b>Coronavirus Aid, Relief, and Economic Security Act (CARES) - Expires - May 10, 2024</b>	11,067,877	11,067,877	-
<b>Coronavirus Response and Relief Supplemental Appropriations (CRRSA)- Airport Operations Expires - April 14, 2025</b>	4,785,805	4,785,805	-
<b>Coronavirus Response and Relief Supplemental Appropriations (CRRSA)- Concessions Expires - May 31, 2025</b>	280,390	280,390	-
<b>American Rescue Plan Act of 2021 (ARPA) - Concession Expires - May 31, 2025</b>	1,121,560	1,121,560	-
<b>American Rescue Plan Act of 2021 (ARPA) - Airport Operations Expires - August 10, 2025</b>	10,791,632	10,791,632	-
<b>Bipartisan Infrastructure Law (BIL)* Expires - 2027</b>	15,918,762	-	15,918,762
<b>Total Grants</b>	<b>43,966,026</b>	<b>28,047,264</b>	<b>15,918,762</b>



**Note: The BIL grant is allocated to the inbound baggage claim project**

**CITY OF PALM SPRINGS**  
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NO. OF PROJECTS	PROJECT NAME	BUDGET	BUDGET	BUDGET	BUDGET	EXPENSES TO		FUNDING SOURCE
		FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	DATE	REMAINING	
						-		
1	AIRCRAFT RESCUE & FIREFIGHTING TRUCK			-	1,500,000	1,127,610	372,390	Airport
2	AIRFIELD 31L/13R REHABILITATION & AIRFIELD CONNECTOR - (DESIGN)	-	-	-	1,500,000	-	1,500,000	Airport / ACIP Grant
3	AIRFIELD W & A1 - (CONSTRUCT - PHASE 1)	-	-	-	6,500,000	-	6,500,000	Airport / ACIP / BIL-AIG Grant
4	AUTOMATED EXIT LANES	-	-	-	750,000	-	750,000	Airport
5	AUTOMATED VEHICLE IDENTIFICATION	300,000	-	-	-	276,384	23,616	Airport
6	BHS - TERMINAL BUILDING EXPANSION (CONSTRUCT)	-	-	-	25,000,000	-	25,000,000	PFC
7	CARPET REPLACEMENT - MAIN TERMINAL LOBBY AND SECURITY CHECK POINT	-	-	400,000	-	-	400,000	Airport
8	COMMON USE	225,860	2,777,514	-	-	2,201,845	801,529	Airport
9	CONSOLIDATED RENTAL CAR FACILITY (DESIGN)	-	-	-	2,500,000	-	2,500,000	CFC
10	CONVEYANCE REPLACEMENT	-	-	-	4,700,000	-	4,700,000	Airport / BIL-ATP Grant
11	ECONOMY LOT (CONSTRUCT) - PHASE 1	-	-	-	3,000,000	30,677	2,969,323	Airport
12	ECONOMY LOT (CONSTRUCT) - PHASE 2	-	-	-	3,000,000	-	3,000,000	Airport
13	ELECTRIC VEHICLE (EV) CHARGERS	-	-	300,000	-	295,708	4,292	Airport/ACIP
14	FEDERAL INSPECTION STATION - (DESIGN) & NEW TERMINAL EXPANSION	-	-	-	19,000,000	105,000	18,895,000	Airport / BIL - Entitlement Grant
15	GATE STRIPING	-	-	599,900	-	599,900	-	Airport
16	HOT SPOT STUDY	-	-	181,320	-	53,283	128,037	Airport/ACIP
17	HVAC INFRASTRUCTURE REPLACEMENT	-	-	-	2,000,000	6,209	1,993,791	Airport / BIL-ATP Grant
18	INBOUND BAGGAGE CLAIM	-	-	6,000,000	12,000,000	412,660	17,587,340	Airport/BIL-ATP Grant
19	LED RIBBON	-	-	-	-	(15,978)	15,978	Airport
20	LOT A (CONSTRUCT)	-	-	-	700,000	-	700,000	Airport
21	MAIN TERMINAL FAÇADE RESTORATION (DESIGN)	-	-	-	500,000	-	500,000	Airport
22	MASTER PLAN	-	-	2,275,816	-	817,762	1,458,054	Airport/ACIP
23	OUTBOUND BAGGAGE HANDLING SYSTEM	-	-	20,000,000	10,000,000	646,762	29,353,238	Airport/ACIP/PFC
24	PAINT STRIPING TRUCK	-	-	1,000,000	-	-	1,000,000	Airport
25	PARKING REVENUE SYSTEM	-	-	500,000	-	-	500,000	Airport
26	PRIOR YEAR PROJECTS	29,205,802	-	-	-	-	29,205,802	
27	PROCURE LANDSIDE VEHICLES	-	-	210,000	-	67,772	142,228	Airport / VALE/ZEV Grant
28	PROCURE TWO ZERO EMISSIONS BUSES	-	-	-	2,000,000	-	2,000,000	Airport / VALE/ZEV Grant
29	PROPERTY ACQUISITION	-	-	8,800,000	-	-	8,800,000	CFC
30	PUBLIC PARKING PAVING	-	-	2,400,000	-	1,523	2,398,477	Airport
31	PUBLIC RESTROOMS	-	-	10,000,000	-	45,342	9,954,658	Airport/BIL-ATP Grant
32	REMAIN OVER NIGHT (RON) PARKING SPACES	-	-	-	4,000,000	-	4,000,000	Airport / ACIP Grant
33	SHADE AREA - PHASE 1	-	-	236,000	-	88,034	147,966	Airport / VGPS Grant
34	SOLID SEPARATOR	-	-	100,000	-	-	100,000	Airport
35	TAXIWAY REHABILITATION W & A1	-	-	571,158	-	78,063	493,095	Airport/ACIP
36	TELEHANDLER/FORKLIFT	-	-	150,000	-	373,469	(223,469)	Airport
37	VERBIAGE MESSAGE SIGNAGE - DIGITAL	-	-	800,000	-	-	800,000	Airport
38	WI-FI CONSULTANT (DESIGN)	-	-	150,000	-	-	150,000	Airport
39	WIFI WIRELESS EQUIPMENT	-	-	500,000	-	350,062	149,938	Airport
40	WILDLIFE HAZARD ASSESSEMENT	-	-	126,924	-	41,557	85,367	Airport/ACIP
	<b>TOTAL</b>	29,731,662	2,777,514	53,724,194	98,650,000	7,212,024	177,671,346	



A Department of the City of Palm Springs

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

flypsp.com  
T: (760) 318-3800

DATE: May 15, 2024  
TO: Chairman Dada and Airport Commissioners  
FROM: Harry Barrett, Jr., Airport Executive Director  
SUBJECT: Projects and Airport Capital Improvement Update

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### **Capital Projects**

#### ***Airport Master Plan (Updated May 11, 2024)***

**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 generation aircraft.

**Status:** In process. On May 9<sup>th</sup> Airport Staff presented an airside and landside preferred alternative and conceptual development plan to the City Council. The development plan included a recommendation reinforcing the initial siting recommendation of the proposed Consolidated Rental Car facility. The City Council raised additional questions and concerns about the plan and directed staff to conduct further stakeholder outreach, conduct further analysis on public parking, and again revisit the location of the rental car facility. Additionally, the City Council asked airport staff to examine other areas of study related to the City's General Plan as well as develop a preliminary transition plan. Staff intends to coordinate with the Master Plan consultant and master plan working groups to outline next steps and amend the master plan scope of work to incorporate further analysis.

#### ***Measure J Improvements (updated May 11, 2024)***

**Background:** The City Finance Department identified roughly \$1.2 Million in funding collected for the purpose of ensuring the completion of airport specific community projects. The Measure J Commission and Airport Commission voted recommend a number of projects to the City Council for airport staff to pursue, and those recommendations were ultimately approved by the Council.

**Status:** In progress. Airport staff has started coordinating the completion of two of the five projects approved by the City Council.

The Commissions jointly recommended some funds be applied to replacement of the carpet in the lobby areas of the Wexler terminal. Airport staff reviewed the City's approval and intends to install terrazzo

instead of replacing carpet with new carpet. Staff believes this would likely be a better use of Measure J funding and still meets the intent of the recommendation/approval. The Executive Director instructed the airport's on-call architectural firm to design a flooring plan consistent with the Wexler terminal's original flooring design. Upon completion, airport staff intends to seek Historic Preservation Committee review before soliciting the design for construction bids. The Airport staff has also begun evaluating specifications for replacement water filling stations. Staff expects to order new equipment over the summer for anticipated installation in the early fall (timeline subject to supply chain/delivery schedule).

Staff expects the remaining projects to be taken up by staff in the fall of 2024.

### ***Sterile Area Shade Structures (updated May 11, 2024)***

**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 Construction. Concept 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 were subject to additional approvals and vetting before permits can be secured. A 100 percent design schedule was provided to airport staff for permitting and other relevant approvals. Anticipated construction and installation of structures is expected early June 2024.

### ***Restroom Renovations (updated April 11, 2024)***

**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 – Design. 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. Gensler has held two stakeholder feedback meetings to date, the first which included airport staff, the second which included various external stakeholders representing the airport commission, modernism and historic preservation communities, tourism organizations and City government. These meetings are intended to incorporate user preferences and ideas into their design process. Gensler is starting conceptual design work which is anticipated to take up to two months.

### ***Taxiway W and A1 Rehabilitation (updated April 11, 2024)***

**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. Design is 100% complete and has been reviewed by the Department of the City Engineer and by the FAA. PSP solicited this project for bid in March and received multiple competitive bids. The bid process was solicited contingent on FAA grant funding. PSP is requesting AIP discretionary funding which, if successful, would enable this project to move forward for construction in CY 2024.

***Baggage Claim Expansion and Renovation (Updated April 11, 2024):***

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

**Status:** Delayed - 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.

This project remains in environmental review. Airport staff is following up continuously with the FAA but at this time there is no indication on when the environmental review process will be completed. The Federal Aviation Administration notified airport staff in February that as a result of the Wexler terminal being listed on the National Register of Historic Places, the baggage claim project is subject to additional environmental review processes that would delay an environmental determination. As a result, the \$5.7 million grant announced to PSP in February of last year for the bag claim expansion was clawed back and reallocated to another airport. PSP is eligible to apply for future competitive grants, however future competitive grants are not guaranteed. Airport staff have decided to continue with the project design and construction and will evaluate the timing of future projects on the airport's capital program to ensure the bag claim project can be funded to 100%.

***Outbound Baggage Handling System Replacement: (Updated March 13, 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 have met with airline stakeholders to garner feedback on initial design concepts. AECOM continues to hold ongoing meetings with airline affairs reps and TSA engineers to design the system and facility. Airport staff directed AECOM to incorporate the City's

approved master plan terminal development alternative into design and AECOM has been responsive to that request. The timing of federal funding suggests that PSP will target CY 2025 for construction.

### ***Public Parking Electrification – Lot D (Updated April 11, 2024)***

**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 1st, 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 a Request for Proposal to install the chargers once the infrastructure work has been completed by SCE. 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. SCE has advised airport staff to expect infrastructure work to feed the chargers to be completed by November 2024.

### **Program Updates**

#### ***Feasibility Study for Federal Inspection Station (International Air Service) (Updated May 11, 2024)***

**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 Border 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 has substantially completed the market demand analysis and the economic impact analysis of the study. Airport staff met with InterVISTAS to discuss the status of the study and to provide direction as required. InterVistas is now working with the airport’s master plan consultant to coordinate on facility site selection and environmental review. Airport staff provided InterVISTAS with an amended scope of work to proceed with inter-governmental coordination and federal advocacy consulting related to securing CBP labor and equipment resources to staff and operate an FIS. InterVistas informed airport staff that their study effort has reached the point where their team is prepared to provide a written justification document for Customs and Border Protection review.



A Department of the City of Palm Springs

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

flypsp.com  
T: (760) 318-3800

DATE: May 15, 2024  
TO: Chairman Dada and Airport Commissioners  
FROM: Harry Barrett, Jr., Airport Executive Director  
SUBJECT: Executive Director Report

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## **Emerging Developments**

### ***Legislative Report – FAA Reauthorization (New May 11, 2024)***

**Background:** Existing legislation authorizing Federal Aviation Administration authorities was subject to expire on May 9<sup>th</sup>. A multi-year reauthorization has been in negotiation for months with key issues affecting airports on the table.

**Report:** On May 9<sup>th</sup>, the Senate passed an FAA Reauthorization bill that would renew authority of the agency for the next five years and passed a short-term extension that would give the House of Representatives room to review and pass the bill with strong bi-partisan support. The bill tackles some key issues that impact a range of airport activities including increasing the Airport Improvement Program – the program that supports airport grant funding to \$4 Billion annually from \$3.5 Billion, streamlining the Passenger Facility Charge (PFC) process, and increases funding for workforce development and small community air service programs. If passed, it is anticipated that PSP will see an increase to AIP funding in subsequent appropriations and spending legislation.

### ***Peace Pole Installation (New May 11, 2024)***

**Background:** Airport staff has received a request via AMVETS Post 66 to allow the installation of a Peace Pole on airport property. Frank Moulton American Veterans (AMVETS) Post 66 of Palm Springs is a not-for-profit veteran service organization chartered by Congress. They have honored many local Holocaust Survivors at our annual Memorial Day Awards Luncheons. They also sponsor the annual Veterans Day ceremony in Cathedral City.

**Report:** AMVETS states that Peace Poles are the most widely known symbol of world peace and are located in over 180 countries around the world. The Peace Pole is vinyl and eight foot tall and says “May Peace Prevail on Earth” in four languages. Those languages are English, Spanish, Hebrew and Arabic. Arabic is the language of the Palestinians. There will be a brass braille plate dedicated in the



memory of Lew Stewart and Ken Schecher-Bowers. Airport staff intends to identify potential locations for installation of the pole and made recommendations for the Operations Committee to consider.



### **Airport Art (New May 11, 2024)**

**Background:** The PSP Executive Director met with both the Co-founder and current Executive Director of Desert X to assess potential partnerships and collaborative efforts for highlighting arts at the airport. Desert X is produced by The Desert Biennial, a not-for-profit 501(c)(3) charitable organization founded in California, conceived to produce recurring international contemporary art exhibitions that activate desert locations through site-specific installations by acclaimed international artists. Its guiding purposes and principles include presenting public exhibitions of art that respond meaningfully to the conditions of desert locations, the environment and Indigenous communities; promoting cultural exchange and education programs that foster dialogue and understanding among cultures and communities about shared artistic, historical, and societal issues; and providing an accessible platform for artists from around the world to address ecological, cultural, spiritual, and other existential themes.

**Report:** PSP staff intends to explore all options to increase temporary and permanent displays of art throughout the campus. Staff has developed a one percent for the arts policy which is attached to capital projects, and is also in the infancy stages of developing an arts program. Staff would like to further discussions with Desert X to develop a framework for what an ongoing partnership could look like.

### ***Airport Reorganization – New FTEs (Updated May 11, 2024)***

**Background:** The PS City Council adopted the FY 2024 and FY 2025 budgets on June 29<sup>th</sup>, 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 Human Resources (HR) have been coordinating on hiring priorities. Airport staff continues to recruit for the Deputy Director of Planning & Engineering. This position has been difficult to fill with candidates citing compensation as a critical barrier. Airport staff also continues to recruit for Executive Program Administrator (originally Commercial Properties Spec) and Project Manager.

### ***Commissioner request for agenda item to update on Persons without Legitimate Business & Unhoused Population (Updated April 11, 2024)***

**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 12<sup>th</sup>, 2023. There was an immediate and noticeable decline in persons without legitimate business and unhoused individuals occupying the Airport property upon enforcement. Since the Navigation Center began conducting intake operations, the Airport Police Bureau has indicated that their team has seen an increase of unhoused individuals loitering on airport grounds both inside and outside of the terminal. PD reports up to 35 interactions, however all have been non-confrontational and individuals have generally complied with officer requests to be relocated.

**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](#)

Palm Springs International Airport

<b>MONTHLY PASSENGER ACTIVITY REPORT - 2024</b>									
	<b>Enplaned</b>			<b>Deplaned</b>			<b>Total Passengers</b>		
	<b>2024</b>	<b>2023</b>	<b>% Change</b>	<b>2024</b>	<b>2023</b>	<b>% Change</b>	<b>2024</b>	<b>2023</b>	<b>% Change</b>
<b>January</b>	167,926	169,746	-1.1%	168,852	171,910	-1.8%	336,778	341,656	-1.4%
<b>February</b>	186,052	184,973	0.6%	196,544	188,877	4.1%	382,596	373,850	2.3%
<b>March</b>	238,473	223,314	6.8%	234,499	226,832	3.4%	472,972	450,146	5.1%
<b>April</b>	202,219	200,753	0.7%	180,068	178,600	0.8%	382,287	379,353	0.8%
<b>May</b>		129,695	-100.0%		116,491	-100.0%	-	246,186	-100.0%
<b>June</b>		71,635	-100.0%		66,826	-100.0%	-	138,461	-100.0%
<b>July</b>		63,647	-100.0%		60,689	-100.0%	-	124,336	-100.0%
<b>August</b>		59,309	-100.0%		59,947	-100.0%	-	119,256	-100.0%
<b>September</b>		73,813	-100.0%		77,748	-100.0%	-	151,561	-100.0%
<b>October</b>		126,702	-100.0%		133,106	-100.0%	-	259,808	-100.0%
<b>November</b>		162,180	-100.0%		165,290	-100.0%	-	327,470	-100.0%
<b>December</b>		158,245	-100.0%		166,997	-100.0%	-	325,242	-100.0%
<b>Year to Date</b>	<b>794,670</b>	<b>1,624,012</b>	<b>2.0%</b>	<b>779,963</b>	<b>1,613,313</b>	<b>1.8%</b>	<b>1,574,633</b>	<b>3,237,325</b>	<b>1.9%</b>

Palm Springs International Airport

<b>Best Month Comparison</b>						
<b>ENPLANEMENTS</b>						
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	Vs Best Mo
Jan	136,157	39,614	118,204	<b>169,746</b>	167,926	-1.1%
Feb	156,909	57,530	142,206	184,973	<b>186,052</b>	0.6%
Mar	113,166	107,577	202,993	223,314	<b>238,473</b>	6.8%
Apr	5,811	111,376	185,946	200,753	<b>202,219</b>	0.7%
May	10,751	92,820	123,736	<b>129,695</b>		-100.0%
Jun	14,827	66,885	<b>73,861</b>	71,635		-100.0%
Jul	17,231	65,869	<b>68,071</b>	63,647		-100.0%
Aug	18,389	58,793	<b>65,368</b>	59,309		-100.0%
Sep	23,087	65,682	<b>79,599</b>	73,813		-100.0%
Oct	41,597	108,923	120,659	<b>126,702</b>		-100.0%
Nov	52,874	135,677	160,129	<b>162,180</b>		-100.0%
Dec	41,517	136,897	<b>159,846</b>	158,245		-100.0%
<b>TOTAL</b>	<b>632,316</b>	<b>1,047,643</b>	<b>1,500,618</b>	<b>1,624,012</b>	<b>794,670</b>	
% Chg.	-50.89%	65.68%	43.24%	8.22%		
<b>TOTAL PASSENGERS</b>						
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	Vs Best Mo
Jan	276,099	79,082	237,388	<b>341,656</b>	336,778	-1.4%
Feb	320,906	120,657	292,336	373,850	<b>382,596</b>	2.3%
Mar	198,850	214,477	403,883	450,146	<b>472,972</b>	5.1%
Apr	10,082	215,777	358,115	379,353	<b>382,287</b>	0.8%
May	19,154	174,535	233,239	<b>246,186</b>		-100.0%
Jun	28,748	129,872	<b>142,524</b>	138,461		-100.0%
Jul	33,776	129,463	<b>133,664</b>	124,336		-100.0%
Aug	36,482	117,952	<b>129,952</b>	119,256		-100.0%
Sep	47,915	136,666	<b>162,834</b>	151,561		-100.0%
Oct	88,777	225,991	247,457	<b>259,808</b>		-100.0%
Nov	108,043	271,944	319,237	<b>327,470</b>		-100.0%
Dec	83,262	276,527	321,215	<b>325,242</b>		-100.0%
<b>TOTAL</b>	<b>1,252,094</b>	<b>2,092,943</b>	<b>2,981,844</b>	<b>3,237,325</b>	<b>1,574,633</b>	
% Chg.	51.17%	67.16%	42.47%	8.57%		

Palm Springs International Airport

ACTIVITY BY AIRLINE  
APRIL 2024

AIRLINES	Enplaned			Deplaned			Total			(E & D)
	2024	2023	% Change	2024	2023	% Change	2024	2023	% Change	Market Share
<b>Air Canada</b>	<b>6,626</b>	<b>6,173</b>	7.3%	<b>4,733</b>	<b>4,707</b>	0.6%	<b>11,359</b>	<b>10,880</b>	<b>100.0%</b>	<b>3.0%</b>
Alaska	43,472	40,915	6.2%	37,809	36,541	3.5%	81,281	77,456	4.9%	21.3%
American	29,854	30,284	-1.4%	27,926	27,011	3.4%	57,780	57,295	0.8%	15.1%
Avelo	3,635	3,162	100.0%	3,342	2,981	100.0%	6,977	6,143	13.6%	1.8%
Delta Air	12,438	14,462	-14.0%	12,438	12,944	-3.9%	24,876	27,406	-9.2%	6.5%
Mesa (AA)	-	231	-100.0%	-	206	-100.0%	-	437	-100.0%	0.0%
SkyWest (Delta Connection)	5,671	5,781	-1.9%	5,350	5,567	-3.9%	11,021	11,348	-2.9%	2.9%
SkyWest (United Express)	11,128	8,571	29.8%	10,370	6,699	54.8%	21,498	15,270	40.8%	5.6%
SkyWest (AA)	5,557	2,042	172.1%	5,067	1,719	194.8%	10,624	3,761	182.5%	2.8%
Southwest Air	34,093	34,528	-1.3%	32,632	34,234	-4.7%	66,725	68,762	-3.0%	17.5%
United	20,469	22,680	-9.7%	17,459	20,712	-15.7%	37,928	43,392	-12.6%	9.9%
WestJet	19,859	21,341	-6.9%	14,812	15,798	-6.2%	34,671	37,139	-6.6%	9.1%
<b>Allegiant Air</b>	<b>2,270</b>	<b>3,661</b>	<b>-38.0%</b>	<b>1,763</b>	<b>3,046</b>	<b>-42.1%</b>	<b>4,033</b>	<b>6,707</b>	<b>-39.9%</b>	<b>1.1%</b>
Flair	303	-	-100.0%	69	-	-100.0%	372	-	-100.0%	0.1%
JetBlue	2,950	3,698	-20.2%	2,867	3,523	-18.6%	5,817	7,221	-19.4%	1.5%
MN Airlines (Sun Country)	3,894	3,224	20.8%	3,431	2,912	17.8%	7,325	6,136	19.4%	1.9%
Charters	-	-	0.0%	-	-	0.0%	-	-	0.0%	0.0%
<b>TOTAL</b>	<b>202,219</b>	<b>200,753</b>	<b>0.7%</b>	<b>180,068</b>	<b>178,600</b>	<b>0.8%</b>	<b>382,287</b>	<b>379,353</b>	<b>0.8%</b>	<b>100.0%</b>

Palm Springs International Airport

ENPLANED & DEPLANED PASSENGERS - FY 2023 2024													
ENPLANED PASSENGERS													
Airlines	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	FYTD
<b>Air Canada</b>	-	-	-	335	5,670	5,059	5,595	6,330	8,366	6,626			37,981
Alaska	11,339	9,923	11,493	25,541	30,823	30,980	31,030	35,114	43,343	43,472			273,058
American	13,695	14,400	15,596	20,342	23,979	22,963	23,536	27,581	34,401	29,854			226,347
Avelo Air	-	-	-	-	2,477	2,528	2,498	2,889	3,870	3,635			17,897
Delta Air	-	-	392	3,945	5,840	11,659	16,245	16,444	21,544	12,438			88,507
SkyWest (Delta Connection)	4,267	4,070	5,050	5,668	5,403	5,466	5,415	5,799	6,147	5,671			52,956
SkyWest (United Express)	8,606	8,448	9,630	7,470	8,324	7,057	8,416	8,360	10,408	11,128			87,847
SkyWest (American Air)	3,691	2,630	3,055	5,390	5,314	3,887	4,784	4,400	5,692	5,557			44,400
Southwest Air	17,851	15,667	19,382	25,155	29,421	25,412	29,154	29,022	39,475	34,093			264,632
United			4,656	17,089	20,427	19,345	19,643	22,654	29,272	20,469			153,555
WestJet	4,198	4,171	4,058	11,646	16,585	16,441	16,592	19,532	23,121	19,859			136,203
<b>Allegiant Air</b>	-	-	-	1,331	1,457	1,173	1,175	1,679	2,766	2,270			11,851
Flair									1,445	303			1,748
JetBlue	-	-	-	175	3,284	2,640	404	1,627	3,422	2,950			14,502
MN Airlines (Sun Country)	-	-	501	2,615	3,176	3,635	3,439	4,621	5,201	3,894			27,082
Charters	-	-	-	-	-	-	-	-	-	-			-
<b>TOTAL ENPLANED</b>	<b>63,647</b>	<b>59,309</b>	<b>73,813</b>	<b>126,702</b>	<b>162,180</b>	<b>158,245</b>	<b>167,926</b>	<b>186,052</b>	<b>238,473</b>	<b>202,219</b>	-	-	<b>1,438,566</b>
DEPLANED PASSENGERS													
Airlines	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	FYTD
<b>Air Canada</b>	-	-	-	533	5,771	5,293	5,267	6,477	7,397	4,733			35,471
Alaska	10,590	10,605	12,779	27,568	30,674	31,911	30,481	37,102	44,485	37,809			274,004
American	13,171	14,104	15,246	20,434	24,029	24,431	24,617	29,068	32,174	27,926			225,200
Avelo Air					2,560	2,553	2,486	2,977	3,888	3,342			17,806
Delta Air			671	3,917	5,840	13,161	16,443	17,936	20,850	12,438			91,256
SkyWest (Delta Connection)	3,959	3,996	5,299	5,741	5,467	5,416	5,936	5,933	6,177	5,350			53,274
SkyWest (United Express)	8,016	8,498	10,039	7,711	8,827	7,852	7,922	8,774	9,825	10,370			87,834
SkyWest (American Air)	3,492	2,666	2,997	5,463	5,120	3,818	4,108	3,884	5,132	5,067			41,747
Southwest Air	17,428	16,060	20,799	25,891	30,654	28,082	28,435	30,944	39,636	32,632			270,561
United			4,971	17,220	20,384	20,040	19,723	23,233	28,094	17,459			151,124
WestJet	4,033	4,018	4,366	13,554	17,883	16,173	18,053	21,323	23,235	14,812			137,450
<b>Allegiant Air</b>				1,728	1,468	1,129	1,151	1,859	3,003	1,763			12,101
Flair									1,555	69			1,624
JetBlue				322	3,143	3,173	353	1,742	3,586	2,867			15,186
MN Airlines (Sun Country)			581	3,024	3,470	3,965	3,877	5,292	5,462	3,431			29,102
Charters	-	-	-	-	-	-	-	-	-	-			-
<b>TOTAL DEPLANED</b>	<b>60,689</b>	<b>59,947</b>	<b>77,748</b>	<b>133,106</b>	<b>165,290</b>	<b>166,997</b>	<b>168,852</b>	<b>196,544</b>	<b>234,499</b>	<b>180,068</b>	-	-	<b>1,443,740</b>
<b>TOTAL E &amp; D</b>	<b>124,336</b>	<b>119,256</b>	<b>151,561</b>	<b>259,808</b>	<b>327,470</b>	<b>325,242</b>	<b>336,778</b>	<b>382,596</b>	<b>472,972</b>	<b>382,287</b>	-	-	<b>2,882,306</b>



PASSENGER ACTIVITY REPORT - FISCAL YEAR COMPARISON

	ENPLANED PASSENGERS						DEPLANED PASSENGERS						TOTAL PASSENGERS								
	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21-'22	% CHANGE	FY '20-'21	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21-'22	% CHANGE	FY '20-'21	FY '23-'24	% CHANGE	FY '22-'23	% CHANGE	FY '21-'22	% CHANGE	FY '20-'21
July	63,647	↓ -6%	68,071	↑ 3%	65,869	↑ 282%	17,231	60,689	↓ -7%	65,593	↑ 3%	63,594	↑ 284%	16,545	124,336	↓ -7%	133,664	↑ 3%	129,463	↑ 283%	33,776
August	59,309	↓ -9%	65,368	↑ 11%	58,793	↑ 220%	18,389	59,947	↓ -7%	64,584	↑ 9%	59,159	↑ 227%	18,093	119,256	↓ -8%	129,952	↑ 10%	117,952	↑ 223%	36,482
September	73,813	↓ -7%	79,599	↑ 21%	65,682	↑ 184%	23,087	77,748	↓ -7%	83,235	↑ 17%	70,984	↑ 186%	24,828	151,561	↓ -7%	162,834	↑ 19%	136,666	↑ 185%	47,915
October	126,702	↑ 5%	120,659	↑ 11%	108,923	↑ 162%	41,597	133,106	↑ 5%	126,798	↑ 8%	117,068	↑ 148%	47,180	259,808	↑ 5%	247,457	↑ 9%	225,991	↑ 155%	88,777
November	162,180	↑ 1%	160,129	↑ 18%	135,677	↑ 157%	52,874	165,290	↑ 4%	159,108	↑ 17%	136,267	↑ 147%	55,169	327,470	↑ 3%	319,237	↑ 17%	271,944	↑ 152%	108,043
December	158,245	↓ -1%	159,846	↑ 17%	136,897	↑ 230%	41,517	166,997	↑ 3%	161,369	↑ 16%	139,630	↑ 234%	41,745	325,242	↑ 1%	321,215	↑ 16%	276,527	↑ 232%	83,262
January	167,926	↓ -1%	169,746	↑ 44%	118,204	↑ 198%	39,614	168,852	↓ -2%	171,910	↑ 44%	119,184	↑ 202%	39,468	336,778	↓ -1%	341,656	↑ 44%	237,388	↑ 200%	79,082
February	186,052	↑ 1%	184,973	↑ 30%	142,206	↑ 147%	57,530	196,544	↑ 4%	188,877	↑ 26%	150,130	↑ 138%	63,127	382,596	↑ 2%	373,850	↑ 28%	292,336	↑ 142%	120,657
March	238,473	↑ 7%	223,314	↑ 10%	202,993	↑ 89%	107,577	234,499	↑ 3%	226,832	↑ 13%	200,890	↑ 88%	106,900	472,972	↑ 5%	450,146	↑ 11%	403,883	↑ 88%	214,477
April	202,219	↑ 1%	200,753	↑ 8%	185,946	↑ 67%	111,376	180,068	↑ 1%	178,600	↑ 4%	172,169	↑ 65%	104,401	382,287	↑ 1%	379,353	↑ 6%	358,115	↑ 66%	215,777
May		↓ -100%	129,695	↑ 5%	123,736	↑ 33%	92,820		↓ -100%	116,491	↑ 6%	109,503	↑ 34%	81,715	-	↓ -100%	246,186	↑ 6%	233,239	↑ 34%	174,535
June		↓ -100%	71,635	↓ -3%	73,861	↑ 10%	66,885		↓ -100%	66,826	↓ -3%	68,663	↑ 9%	62,987	-	↓ -100%	138,461	↓ -3%	142,524	↑ 10%	129,872
YTD	1,438,566	↓ -12%	1,633,788	↑ 15%	1,418,787	↑ 112%	670,497	1,443,740	↓ -10%	1,610,223	↑ 14%	1,407,241	↑ 113%	662,158	2,882,306	↓ -11%	3,244,011	↑ 15%	2,826,028	↑ 112%	1,332,655