

Chapter 8: Addendum to Master Plan Update

8.1 INTRODUCTION

At the conclusion of the draft Master Plan Update, PSP submitted to the FAA for review and approval the Airport Layout Plan (ALP), which was reflective of the Recommended Alternative. Following FAA approval, PSP began the environmental review (National Environmental Policy Act [NEPA] and California Environmental Quality Act [CEQA]) processes. During environmental review, changing economic conditions and the public comment/review process led to revisions of various aspects of the near-term Recommended Alternative. As a result, this Master Plan Update addendum chapter summarizes the environmental and public review process, presents and compares two new alternatives addressing the terminal and landside facilities, and identifies the updated Recommended Alternative.

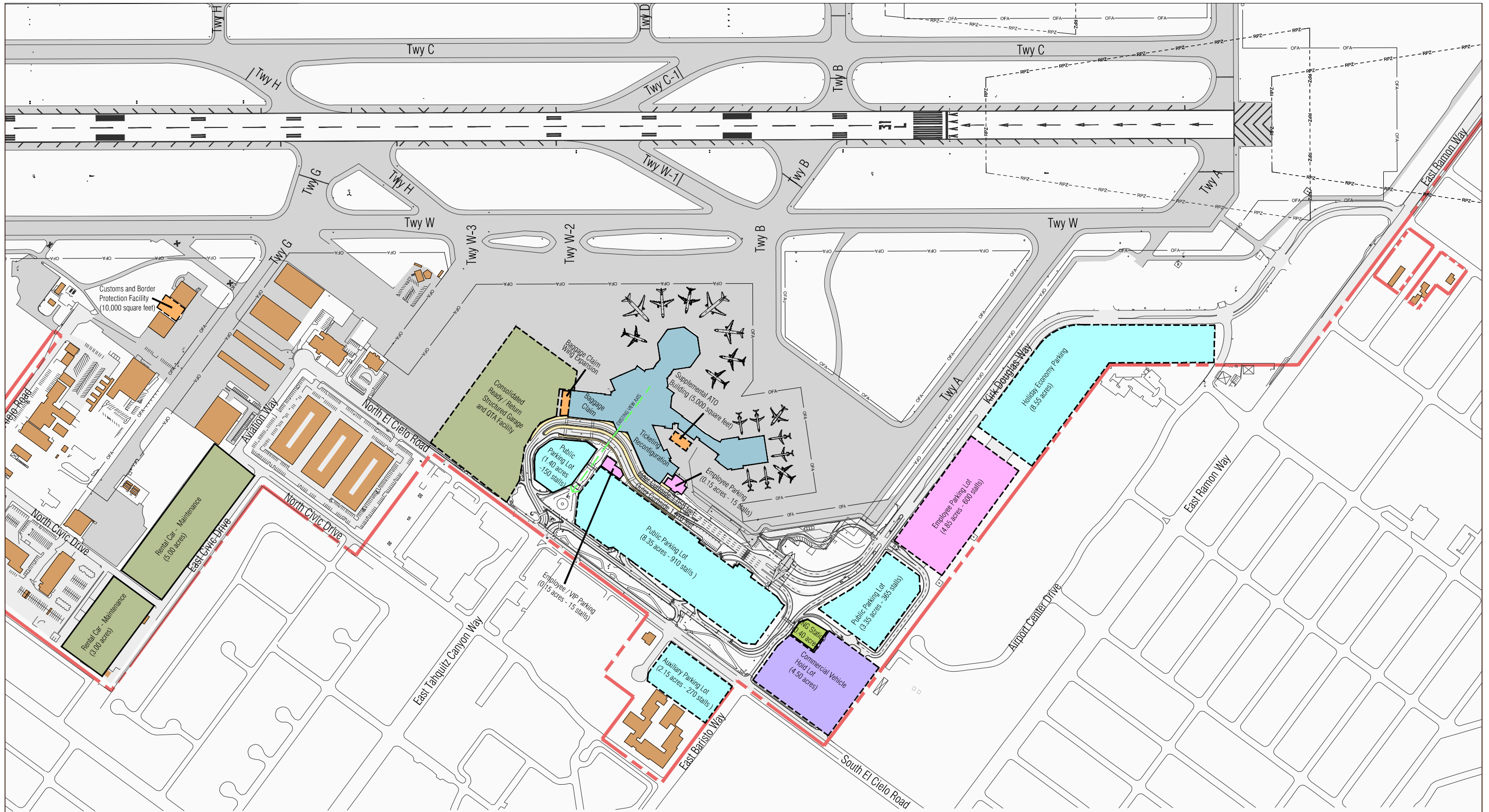
The revised Recommended Alternative is being carried forward through the environmental review process. The revised Alternative is a comprehensive near-term plan for PSP, intended to focus specifically on improvements anticipated to be needed by 2018, based on forecast enplanements. As outlined in this chapter, the revised Recommended Alternative, as shown in **Figure 8-1**, reflects the following:

- Airside facilities – No changes to the existing runway and taxiway system and the continued use of declared distances to meet FAA requirements for Runway Safety Area (RSA) compliance, despite the currently approved ALP depicting a shortening of Runway 13R-31L to meet RSA standards, which is no longer necessary.
- Terminal facilities – Two additions to the terminal building are proposed – an extension of the baggage claim area and the construction of a supplemental building located behind the existing terminal to allow for an interior reconfiguration of ticketing space without modifying the historic west façade.
- Landside facilities – Reconfiguration of some parking areas and a consolidation of QTA operations in an expanded on-site location with rental car ready/return facilities located in a multi-level garage.
- General Aviation and Support facilities – no additional revisions or recommendations.

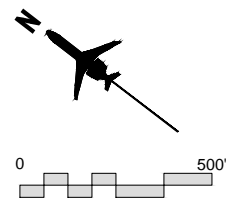
8.1-1 FAA Airport Layout Plan (ALP) Review and Finding















On January 10, 2011, the FAA conditionally approved the PSP ALP, which reflected the Immediate Action Plan (IAP) as identified in this Master Plan Update. FAA's conditional approval states that prior to unconditional approval or funding of projects proposed in the ALP, an FAA environmental review and determination is required. In its conditional approval, the FAA stated that some projects on the ALP would require an Environmental Assessment (EA), while other projects would only need a Categorical Exclusion provided no significant impacts result or no extraordinary circumstances exist (as outlined in FAA regulations). PSP began the environmental analysis required under both NEPA and CEQA, which resulted in additional planning and disclosure of potential environmental impacts.

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Source: HNTB Analysis



- | | | | | | |
|---|---|---|---|---|-----------------------|
|  | On-Airport Building |  | Existing Employee Parking |  | Existing Curbside |
|  | Existing Terminal Building |  | Potential Employee Parking |  | Airport Property Line |
|  | Potential On-Airport Building Development |  | Potential Commercial Vehicle Hold Lot |  | Existing View Axis |
|  | Existing Rental Car Facility |  | Potential Reconfigured / New Public Parking |  | Existing CNG Station |
|  | Potential Rental Car Facility |  | Existing Public Parking | | |

Recommended Alternative
Figure 8-1
Palm Springs International Airport
Master Plan

8.1-4 Environmental Review Process Summary

Section 2.5 of this Master Plan Update provides an overview of the environmental setting of PSP. In accordance with NEPA, the proposed actions and their reasonable alternatives are subject to a more detailed environmental review. Further, because PSP is located in the State of California, this Master Plan Update is also subject to an environmental analysis under the California Environmental Quality Act (CEQA). CEQA is a California statute that requires the City of Palm Springs to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

NEPA requires environmental review of Federal actions; the City of Palm Springs is proposing improvements at PSP that would be eligible for Federal funding, which is considered a Federal action. The NEPA analysis addresses the potential impacts of the proposed projects on environmental resource categories as required by Federal laws and regulations, and was prepared pursuant to the requirements and standards of the Council on Environmental Quality (CEQ) regulations (40 CFR Part 1500). The NEPA analysis follows guidance set forth in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Following the Airport Commission approval of the Recommended Alternative for the Master Plan Update in 2011, the NEPA and CEQA analyses were started concurrently.

As part of the environmental review, the Aviation Activity Forecast, presented in **Chapter 3**, was reviewed to determine if the potential projects in the near term were still warranted. The City of Palm Springs compared the forecast with existing operation and passenger levels and the updated FAA Terminal Area Forecast (TAF), and found, in general, that enplanements continue to rise and differences in the number of overall operations can be generally attributed to a decrease in General Aviation operations (which are not the primary drivers to the improvements identified in the Master Plan Update). In January 2014, the FAA revalidated the Master Plan Aviation Activity Forecast for environmental planning purposes.

8.1-5 Public Involvement and Review

In 2014, the Master Plan Update was reviewed with the public and State, City, and Riverside County agencies. Presentations highlighted the Master Plan process, facility requirements, alternatives analysis, and the identification of a Recommended Alternative that would meet the near-term requirements for PSP. The Recommended Alternative (IAP) included addressing interior circulation spaces (in the baggage claim area and the ticketing wing) and landside alternatives (the location and capacity of the rental car facilities and nearby environmental concerns). Within the terminal, the IAP proposed an extension of the baggage claim area to the north and expanding the circulation space of the ticketing wing by relocating the western façade of the terminal towards the curb and restoring certain historic elements of the building to address its status as a locally-designated historic resource. To address landside needs, the IAP proposed expanding the rental car facility near its current location and consolidating ready/return and quick-turn around facilities, and relocating the maintenance areas to an area along Kirk Douglas Way. To address on-airport circulation, the IAP also recommended closing the Airport entrance at Baristo Road, which is regularly used by the public as a bypass route to access Ramon Road, to reduce forecast congestion along Kirk Douglas Way.

The IAP, along with two landside alternatives, were presented to the City of Palm Springs Airport Commission, the Historic Site Preservation Board, and the Planning Commission in 2014, prior to presentation to City Council. In addition, the CEQA document (Initial Study and Mitigated Negative Declaration) and NEPA document (Environmental Assessment) analyzing the IAP were initiated, and the CEQA document was circulated for public review. The public review of the study resulted in numerous concerns, most succinctly illustrated in feedback provided by the City Council:

- Opposition to the modification of the western façade of the ticketing area based on historic preservation relevancy.
- Support of maintaining the rental car facilities in the same location for ease of access by travelers (minimizing the distance between the terminal and rental car ready/return facilities).
- Opposition to relocating rental car maintenance facilities to a location along Kirk Douglas Way, due to the potential of increased traffic from rental car shuttling along El Cielo Road.
- Opposition to the closure of Baristo Road.

8.2 ALTERNATIVES TO THE IMMEDIATE ACTION PLAN

Collectively, the NEPA and CEQA processes, which included environmental discovery studies and stakeholder review, resulted in additional alternatives to the IAP in late 2014/early 2015. The revised alternatives, including the refinements and changes to the IAP are discussed in the following sections by functional category.

8.2-1 Airside Alternatives

The updated Recommended Alternative for the airside facilities results in a change to the proposed RSA improvements for Runway 13R-31L. The Master Plan considered improvements to the airside facilities, and concluded that the airfield has adequate capacity to serve forecast operations beyond 2028. **Section 4.2-3** introduces the RSAs at PSP and outlines how PSP currently meets FAA requirements for RSA dimensions. **Chapter 5** explored potential alternative methods for meeting RSA requirements. A standard RSA for an air-carrier runway such as Runway 13R-31L extends 1,000 feet past both runway ends and is 500 feet wide, centered on the runway centerline. Although the southerly portion of Runway 13R-31L's RSA is bisected 143 feet from its southern end by the airport property boundary at East Ramon Road, PSP employs the use of declared distances to provide the standard RSA dimensions. With the use of declared distances, the effective useable end of the runway is 143 feet shorter than the full paved length of the runway. Through the course of the NEPA analysis, the FAA concluded that the PSP meets the RSA requirements through the continued use of declared distances. As such, any potential changes to the runways in use at PSP were removed from the environmental analysis. The updated Recommended Alternative therefore does not change existing airside facilities.

8.2-2 Terminal Alternatives

Section 4.4 outlines the terminal facility requirements, while **Section 5.5** outlined a range of near- and long-term development options that were initially considered. Although the Master Plan Update was initiated with the intent of evaluating long-term alternatives, in consideration of the Great Recession the

Master Plan Update focused on the development of an alternative that met near-term facility needs without regard to the impact on the terminal façade, a designated local (Class 1) historic resource, identified as the IAP. The IAP provided a lower-cost alternative that would resolve some of the most pressing needs within PSP’s terminal without precluding longer term development. **Section 5.5-5** provides a summary of the refined terminal alternative included in the IAP.

The expansion of the baggage claim area remains part of the Recommended Alternative. However, because the terminal is designated as a local (Class 1) historic resource, it is afforded additional consideration under CEQA. Potential changes to the façade of the terminal were viewed unfavorably and the City Council ultimately decided to evaluate additional alternatives to meet interior ticketing passenger circulation while preserving the existing terminal façade. Two alternatives for modifications to the terminal building were evaluated – the Interior Terminal Reconfiguration Alternative and the East Terminal Expansion Alternative.

Interior Terminal Reconfiguration Alternative

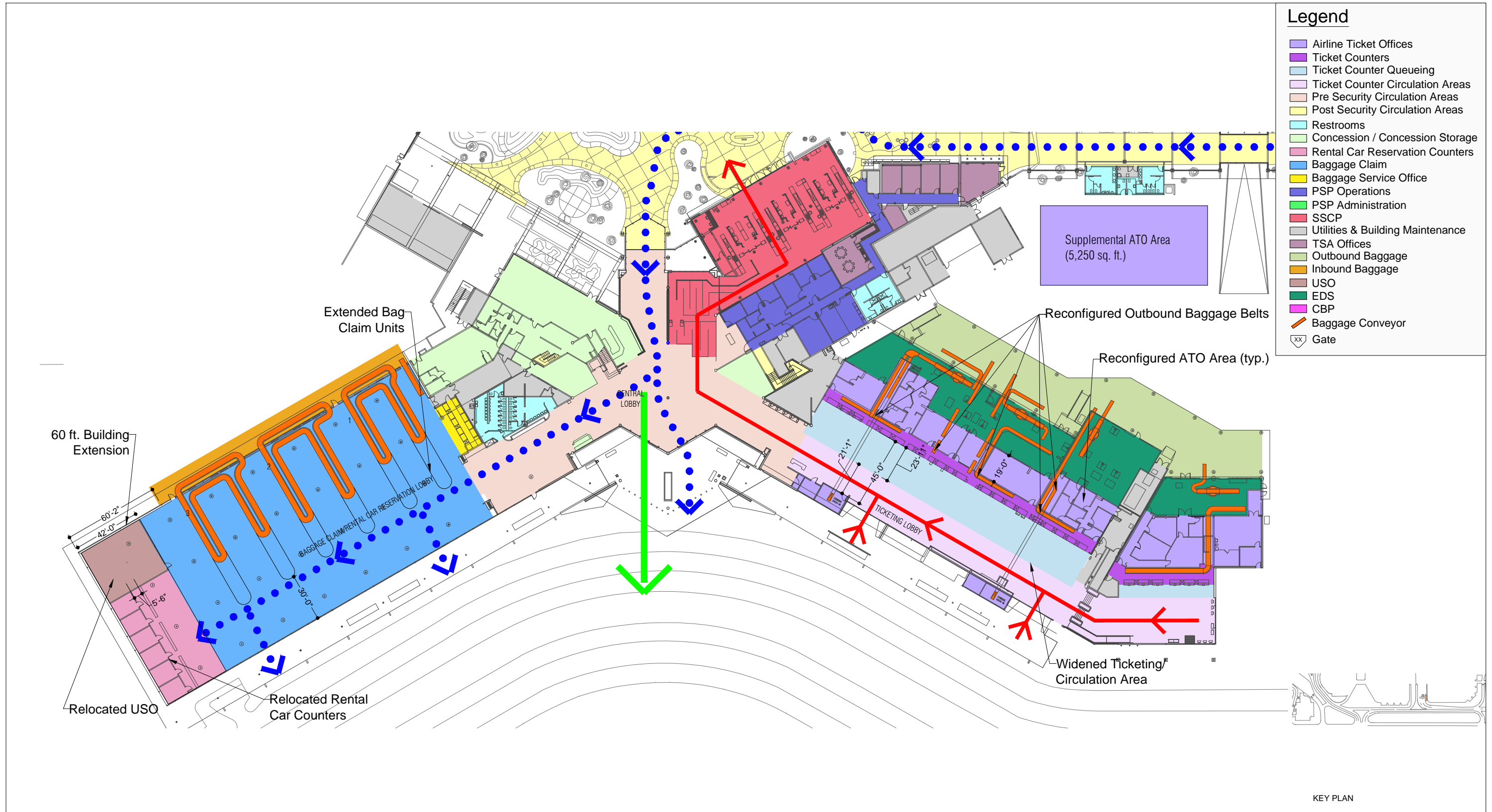
Figure 8-2 presents the Interior Terminal Reconfiguration Alternative, which would reconfigure interior space by pushing back (to the east) the ticket counters and reducing Airline Ticket Office (ATO) space inside the terminal. It would modify the terminal footprint by constructing a separate small adjacent building to accommodate displaced ATO functions, as needed, behind the terminal and expand the terminal to the north to accommodate an expansion to baggage claim devices.

ATOs traditionally include space to support the day-to-day specific administrative and customer service functions. The ATOs are located behind the lobby enclosure wall and are not accessible to the general public, and currently encompass 12,846 square feet. The reconfiguration of ATO space would not impact the historic western façade of the terminal, although it would require addressing the “back of house” functions associated with outbound baggage and screening.

In order to provide additional queuing space in the ticketing circulation area, the overall size of the ATOs inside the terminal would be reduced from 12,846 square feet to approximately 7,620 square feet. The ticketing circulation area width would increase from 29 feet to 45 feet to enhance both passenger queuing and circulation areas. To maintain ATO functional space, an approximately 5,250 square foot building would be constructed outside and to the east of the existing terminal building to house certain replacement ATO functions, such as storage of supplies, break rooms, and other functions that do not require close proximity to the ticketing counters. This project also has the potential to create some additional square footage of leasable floor space for the TSA screening functions.

East Terminal Expansion Alternative

The East Terminal Expansion Alternative, depicted on **Figure 8-3**, would expand the footprint of the ticketing wing to the east by approximately 25 feet, resulting in an additional 3,150 square feet of space. All functional components of the ticketing wing would need to be modified to allow additional ticketing circulation space and maintain existing ATO leasable space.



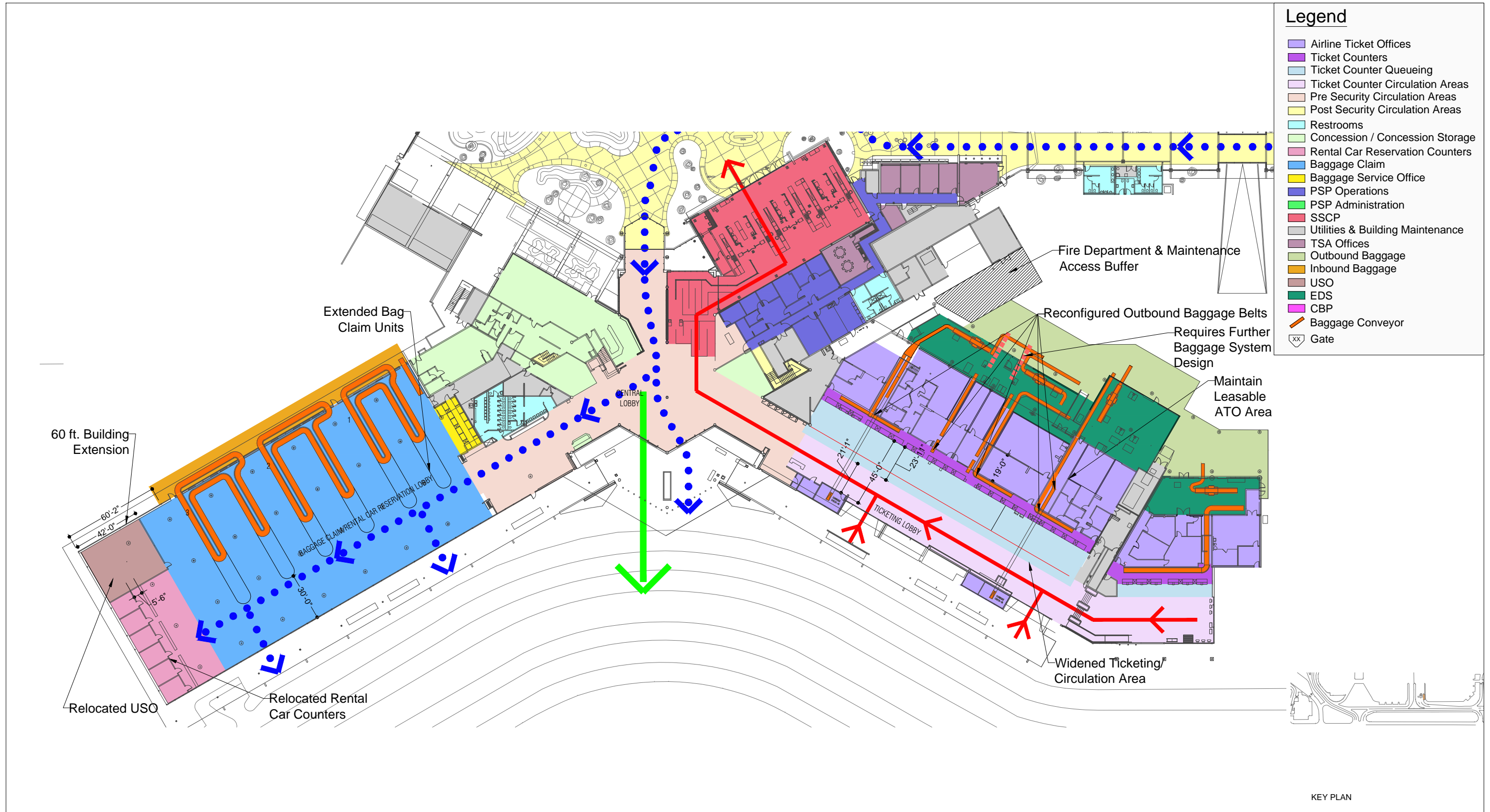
Interior Terminal Reconfiguration Alternative

Figure 8-2

Palm Springs International Airport

Master Plan





East Terminal Expansion Alternative
 Figure 8-3
 Palm Springs International Airport
 Master Plan



There is limited area outside of and behind the terminal in which an expansion could be constructed without impacting airside operations, and this alternative potentially poses the need to close one aircraft boarding gate. Additionally, previous expansions to the ticketing wing complicate additional expansion. This alternative includes an expansion in between the eastern-most point of the ticketing wing and the fence that separates the pedestrian walkway between the terminal and Regional Concourse. This area is currently used to load baggage carts once checked baggage has passed through the EDS system. Tugs with baggage carts traverse between this area and aircraft by way of a below-grade ramp that runs below the terminal walkway. The available space is further limited by restrictions due to fire department and maintenance access.

The most complex element associated with this alternative is the reconfiguration and relocation of the baggage screening area. The existing outbound baggage and EDS area is inefficiently organized and undersized. Ideally, PSP would be able to upgrade the existing outbound baggage screening and EDS system to a full in-line system where no manual baggage loading is required; a conveyor would directly link the ticket counters to the CTX machines. A full in-line system could include the use of vehicle baggage drop systems. In general, a full in-line baggage system would require a larger amount of space beyond the current terminal footprint and is unlikely to be compatible with this alternative. Since the introduction of baggage screening following 9/11, the outbound baggage make-up area has lost a considerable amount of floor area. However, the airlines have continued to successfully manage their conveyor-to-tug bag handling operations in a more confined space.

To implement this alternative, the rear east wall would be relocated. As this back wall is moved, space becomes more constrained due to the terminal wing that tapers inwards (due to a previous building expansion). Additionally, this wing contains the emergency generator, a fuel tank, cooling towers and other mechanical, electrical and plumbing components. The generator and cooling tower require accessibility for heavy maintenance vehicles in case machinery needs to be replaced and fueled. Also the generator requires easy fire department access. Currently this space is constrained to meet the applicable safety requirements that would be needed for this expansion. Two studies, completed by PSP over the last ten years, analyzed a full in-line baggage system and validated the constrained areas and resulting infeasibility due to the system's high costs for procurement and maintenance.

8.2-3 Landside Alternatives

The rental car facilities at PSP are currently configured in a manner that creates inefficient operations for the rental car providers and suppliers by segregating ready/return from the QTA and maintenance areas, as described in **Section 4.5**. While convenient for rental car customers, the arrangement of facilities creates compatibility issues with nearby residential areas as rental car maintenance and service facilities are located off-site from the ready/return lots (although still on Airport property). To adjust for the distance between facilities, the rental car providers must employ staff to drive returned vehicles to the QTA facility and return serviced vehicles to the ready lot. The shuttling of rental cars between the facilities creates operational inefficiencies for the rental car providers. Additionally, there is inadequate space to store the queue of serviced rental cars that cannot fit into the allotted ready spaces during the peak season. The split operation also requires fuel tankers to deliver fuel to the QTA facilities to unload gasoline for the rental car providers in an area immediately adjacent to a residential area.

To increase the productivity of the rental car operation at PSP, the Master Plan Update recommended consolidation and expansion of facilities to meet demand and enhance operational efficiency. Inefficient rental car facilities defined the need for a designated QTA facility / service area that would be located adjacent to the ready/return facility and provide interconnectedness between the two areas for improved rental car operations. The IAP and two derivatives addressed landside requirements primarily by combining the QTA and ready/return facilities in different locations on the Airport. The alternatives were the subject of environmental review, including potential impacts on traffic circulation, the location of existing hazardous materials and impacts on land use, among others.

To address the rental car providers' and the public's concerns to minimize the movement of rental cars between maintenance and ready/return locations, and to keep the Airport entrance at Baristo Road open, two alternatives that combined rental car facilities were identified. Common to both is keeping the Airport entrance at Baristo Road open to the public.

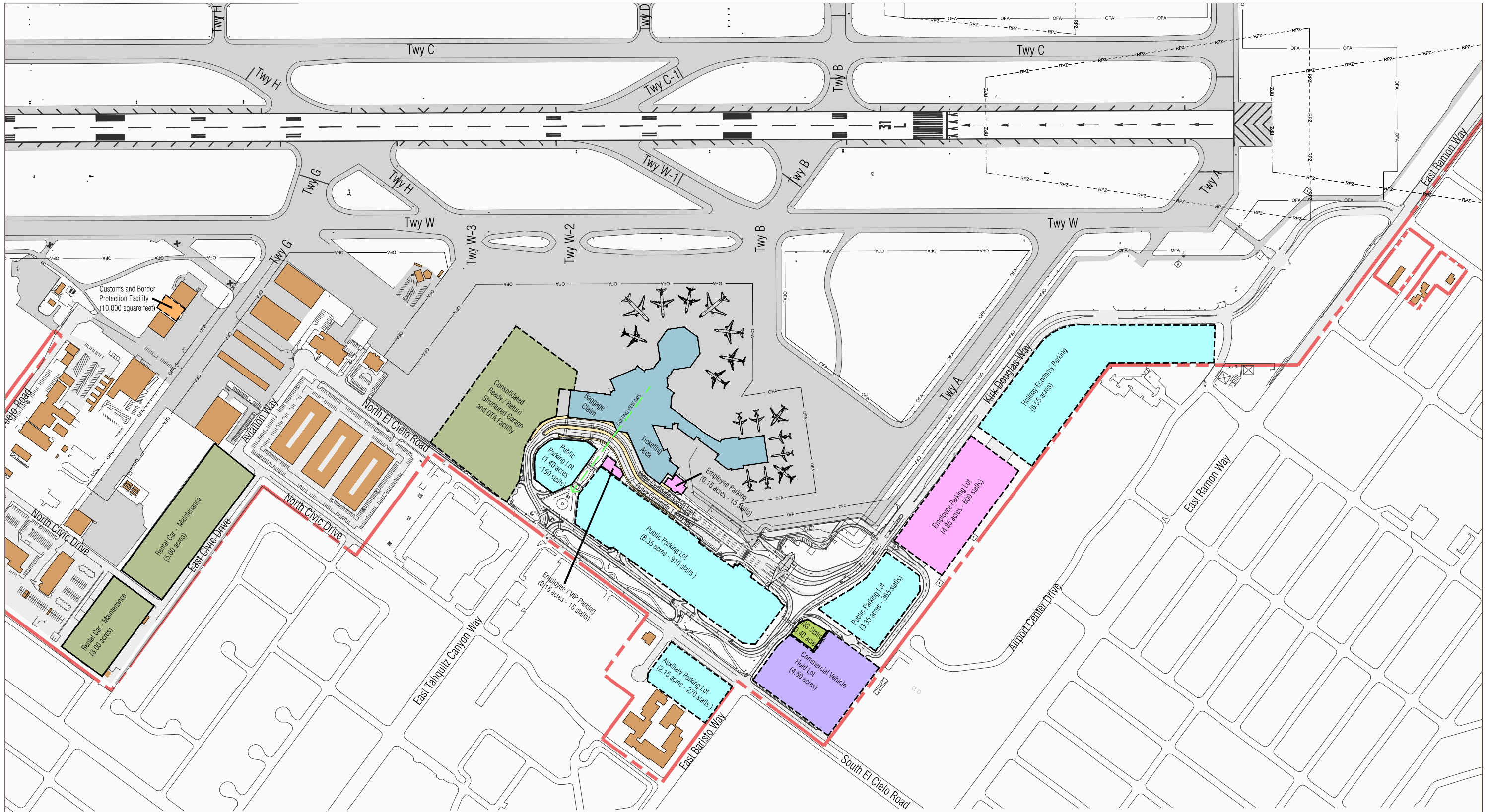
Consolidated Rental Car Ready/Return and QTA Alternative

This alternative evaluates a consolidation of the rental car ready/return and QTA facilities in the general area north of Baggage Claim (expanded in its current location). Maintenance facilities would remain in their current location along North Civic Drive. **Figure 8-4** presents this alternative.

The existing rental car ready/return location is a surface lot that could be expanded. The location is surrounded by the terminal, airside, the U.S. Customs and Border Protection (CBP) facility, and a small parking area. The rental car facilities in this location could be expanded with the demolition of an old hangar building and the relocation of the CBP facility (which must maintain access to the airside). The total two-dimensional area available for rental car facilities is approximately 340,000 square feet, or 7.8 acres. The available envelope excludes the expanded Baggage Claim wing, but includes additional airside space once the vacant hangar is demolished.















By 2028, PSP is anticipated to need 509 ready stalls and 357 return stalls, for a total of 866 stalls, requiring 223,090 square feet or 5.1 acres. Additionally, the Master Plan Update identified that QTA operations would require 5.8 acres by 2028, although a consolidated facility may reduce this amount somewhat as a result of shared efficiencies. The total required acreage is approximately 11 acres, or approximately 478,289 square feet, which exceeds the available surface space of 340,000 square feet by approximately 138,289 square feet.

In order to accommodate rental car ready/return and QTA facilities, a multi-level parking garage would be constructed to accommodate ready/return stalls and ground-based QTA operations. It is generally more expensive to incorporate washing and fueling operations within the structured parking garage, although it would be feasible that a second or third level of a parking garage could overhang the first level of QTA operations. For example, rental car QTA operations at Nashville International Airport encompass approximately 165,000 square feet (3.8 acres), and include structured parking above. At PSP, the location of QTA facilities could be placed either towards El Cielo Road (with adequate visual screening) or closer to the airside (with an adequate buffer to protect airside operations). Rental car operators would still need to shuttle cars between maintenance and the ready/return area, but at a much reduced rate, as the majority of vehicles would only use the QTA facilities.



Source: HNTB Analysis



- | | | | | | |
|---|---|---|---|---|-----------------------|
|  | On-Airport Building |  | Existing Employee Parking |  | Existing Curbside |
|  | Existing Terminal Building |  | Potential Employee Parking |  | Airport Property Line |
|  | Potential On-Airport Building Development |  | Potential Commercial Vehicle Hold Lot |  | Existing View Axis |
|  | Existing Rental Car Facility |  | Potential Reconfigured / New Public Parking |  | Existing CNG Station |
|  | Potential Rental Car Facility |  | Existing Public Parking | | |

Landside Alternative

Figure 8-4

Palm Springs International Airport
Master Plan

Consolidated Rental Car Ready/Return, QTA and Maintenance Alternative

This alternative evaluates a full consolidation of all rental car facilities (ready/return, QTA, and maintenance and storage facilities) in the general area north of the Baggage Claim wing. This would serve as a full ConRAC that would consolidate all airport-related rental operations and facilities into one integrated facility. A ConRAC would incorporate structured parking, integrated, shared QTA facilities and maintenance bays for each of the rental car providers at PSP.

Based on facility needs identified in the Master Plan Update, total requirements for rental car facilities in 2028 include approximately 20 acres, which would exceed the total area available in the potential development envelope by 12.2 acres. A consolidated QTA and maintenance facility would likely occupy most or all of the entire surface level of the potential development envelope. Further complexities exist when considering that maintenance facilities require higher-than-normal ceiling heights, under vehicle access, and vehicle lifts. These complexities would add additional cost to the implementation of this alternative and require vertical facility expansion likely beyond what is feasible at this location.

8.2-4 General Aviation and Support Facility Requirements

General Aviation and support facilities are described in **Sections 4.6** and **4.7** respectively. The IAP did not identify deficiencies in these areas, and as such, there are no revisions to the Recommended Alternative.

8.3 EVALUATION AND IDENTIFICATION OF THE RECOMMENDED ALTERNATIVE

This section documents the evaluation of the terminal and landside alternatives and identifies the revised Master Plan Update Recommended Alternative. For airside facilities, no changes are proposed. Terminal alternatives include the Interior Terminal Reconfiguration and East Terminal Expansion alternatives. Landside alternatives include a consolidated rental car ready/return, QTA alternative and a second alternative that would also consolidate all maintenance facilities with the relocated ready/return and QTA facilities. General Aviation and support facilities do not include changes to the existing layout. The key objectives used in the selection of the revised alternatives include the need to:

- Address near-term terminal and near- and long-term landside deficiencies
- Maintain the historic western façade of PSP's terminal while providing sufficient queuing and public circulation areas
- Maintain and improve the existing location of rental car facilities
- Maintain access to and through the Airport via Baristo Road and Kirk Douglas Way

8.3-1 Comparison of Terminal Alternatives

Both terminal alternatives (ticketing and baggage claim areas) would meet many near-term needs by modifying the non-historic elements of the terminal building: to allow for additional passenger circulation (circulation area width would increase from 29 feet to 45 feet) in the ticketing wing while maintaining the existing historic western façade; to allow the existing baggage claim devices to be extended to provide an

additional 450 linear feet of frontage (by constructing a 60 foot terminal addition to the north), and to allow for the relocation of the USO within the terminal.

In addition to constructing a small separate building adjacent to the terminal ticketing wing, the Interior Terminal Reconfiguration Alternative would require some modification to the existing baggage conveyance system, however, it would not require the relocation of the EDS system further to the east. Expanding the building footprint, as shown in the East Terminal Expansion results in a more technically complex process. It would require a complete reconfiguration of the “back of house” functions associated with outbound baggage and screening, would further constrain the outbound baggage feeds without implementation of a full in-line system, and it would not adequately resolve the need to improve the existing outbound baggage screening process. The East Terminal Expansion would be more expensive compared to the Interior Terminal Reconfiguration Alternative as it requires extensive reconfiguration of baggage handling and expansion of the terminal. It would also require a complex construction phasing plan that would likely impact the existing level of service. The building expansion would also further constrain the airside.

Based on these factors, the Interior Terminal Reconfiguration Alternative is recommended as it is a lower-cost and less complex solution while meeting PSP’s needs for increased circulation and queuing areas. Any structural modifications to the terminal building (either the baggage claim wing or the ticketing wing) would require additional detailed analysis of the existing structure to validate the structural feasibility of a potential ticketing expansion (related to modern seismic requirements and the structure’s history of previous expansions).

8.3-2 Comparison of Landside Alternatives

The Master Plan Update identified a location in the vicinity of the existing rental car ready/return lot that, combined with the demolition of the vacant hangar and small parking lot, encompasses approximately 7.8 acres. Based on the existing size of combined rental car activities at PSP, the site, even with construction of a parking structure, does not provide sufficient space to incorporate ready/return facilities, QTA facilities, and maintenance facilities. A consolidated QTA and maintenance facility would likely occupy most or all of the entire surface level of the potential development envelope. For example, the consolidated QTA and maintenance facility in Spokane encompasses over 380,000 square feet (over 8.7 acres), and a recently constructed QTA and maintenance facility at Fresno Yosemite International Airport encompasses approximately 280,000 square feet (6.4 acres). Neither of those examples include integrated ready/return parking in a structured garage.

While a relocation of maintenance facilities could open up land for potential redevelopment, the technical challenges associated with a full ConRAC on a small site would result in higher costs. For example, integrating washing and fueling services into a structured garage requires addressing the typical sizing of maintenance bays for rental car facilities, which are sized considerably larger than a typical parking garage and may necessitate underground bays to access vehicle engines.

Because insufficient space exists in the location of the existing ready/return area, the Recommended Alternative is the consolidation of only the QTA operations and rental car ready/return facilities in a multi-level garage and maintaining the current location of heavy vehicle maintenance facilities.

8.3-3 Recommended Alternative

The components that comprise the Recommended Alternative are presented in **Table 8.1**.

Table 8-1: Components of the Recommended Alternative

Functional Category	Project
Airside	No changes to existing facilities (Maintain declared distances for Runway 13R-31L)
Terminal	Expand terminal building by 60' to the north; accommodate rental car counters and USO to allow for baggage claim device expansion.
	Reconfigure interior of ticketing wing; reduce Airline Ticket Office (ATO) space to allow for circulation area expansion.
	Construct a supplemental 5,000+ sq. foot building behind the terminal to accommodate displaced ATO functions.
Landside	Reconfigure the existing Ready/Return car rental lot to accommodate a Quick Turn Around (QTA) facility and structured parking for ready/return functions.
	Reconfigure and expand public and employee parking areas along Kirk Douglas Way; maintain Baristo airport entrance.
General Aviation/Support	No changes to existing facilities

Source: HNTB Analysis

8.4 IMPLEMENTATION

The revised Recommended Alternative, and the Master Plan Update in general, provides a broad framework for airport improvements; it is not intended as a sufficiently detailed analysis to support the implementation of a project. There are four primary components to the implementation of the Recommended Alternative: Environmental Analysis; Advanced Planning / Programming; Design; and Construction. Implementation of the projects identified in the Recommended Alternative may be subject to factors including funding constraints, project sequencing limitations, environmental processing requirements, tenant coordination, leasing or property acquisition issues, and the City's preferences. The City of Palm Springs may implement individual elements of the Recommended Alternative using a staggered approach to address the most pressing needs earliest, or a concurrent approach to address constraints ahead of parking.

Projects will be included in the Airport's Capital Improvement Plan (except for non-FAA eligible projects such as car rental improvements), which include all programmed airport improvement projects over a five-year timeframe. For the five-year program beginning in 2016, PSP has programmed a phased terminal building capacity improvement program in 2017 and 2018. It is anticipated that PSP will incorporate other projects identified in this Master Plan Update into future updates to the ACIP. Funding may be available through the FAA for select eligible projects identified in the Recommended Alternative. PSP must fund the remaining project cost, using a combination of the funding sources through use of

Passenger Facility Charges, Customer Facility Charges, or airport operating revenues (such as airlines rates and charges). **Section 6.4** provides additional details regarding funding sources and financial feasibility.

The following sections provide a brief overview of these next steps.

8.4-1 Environmental Review

The Recommended Alternative in the Master Plan Update is subject to review under both NEPA and CEQA. Because there are no changes to the airfield, or elements of the project that are anticipated to result in significant impacts under applicable FAA guidance, PSP is preparing a Categorical Exclusion to document and disclose the environmental consequences of the proposed action. The Categorical Exclusion is anticipated to be complete in 2015, and once complete, allows the City to apply for federal funding to implement the projects.

The City of Palm Springs, as the lead agency, completed and distributed an Initial Study and Mitigated Negative Declaration under CEQA that reflected the projects included in the IAP in March 2014. Following the revisions to the Recommended Alternative, the City undertook a revision to the Initial Study and Mitigated Negative Declaration, which presents the updated Recommended Alternative and notes any differences in findings of the various environmental categories with those of the previously circulated documents. The revision will be signed and adopted by the City of Palm Springs upon City Council approval of the Master Plan.

8.4-2 Advanced Planning/Programming

As shown in the figures presenting the Recommended Alternative, the Master Plan Update presents a broad guide for the scale and location of proposed improvements. Following the completion of this study, specific project components will undergo advanced planning, which will consider programmatic criteria established for the proposed improvements. For example, advanced planning for the construction of a parking structure to accommodate rental car QTA and ready/return operations would identify the site layout, utilities, number of parking spaces and circulation. It is during this phase that airport tenants, such as the rental car operators and airlines, should have active involvement in the refinements of the projects that may affect their operating environment and costs.

8.4-3 Design

Following the advanced planning, the design phase involves the identification of engineers and architects to prepare certified design drawings and specifications.

8.4-4 Construction

Like the IAP, the Recommended Alternative is comprised of two primary components: the rental car facilities and terminal improvements. Construction of these facilities needs to be coordinated so that existing facilities can remain operational during construction to the extent feasible. In general, most projects included in the Recommended Alternative can be constructed with minimal disruption to the

existing level of service at the Airport. The following factors should be considered for each development project:

Expand terminal building by approximately 60' to the north to accommodate rental car counters and USO to allow for baggage claim device expansion. Construction would begin on the expansion of the terminal building. Once complete, the USO relocation and the relocation of the rental car counters could occur. The baggage claim linear frontage extensions would occur as the final step.

Construct a supplemental 5,000+ sq. foot (approximate) building behind the terminal to accommodate displaced ATO functions. There are minimal enabling projects that would need to occur prior to construction. However, construction activities associated with this building may infringe upon the efficient use of the outbound baggage process.

Reconfigure interior of ticketing wing; reduce Airline Ticket Office (ATO) space to allow for public circulation area expansion. The reconfiguration of interior terminal circulation in the ticketing wing cannot begin without the construction of the supplemental ATO building. Once complete, the existing ticketing wing can be modified provided the structural integrity of the building is ensured. The construction will need to be carefully phased to ensure sufficient space for ticketing activities is maintained, and the outbound baggage handling process will likely be less efficient until project completion.

Reconfigure the existing Ready/Return lot to accommodate an integrated QTA and ready/return facility. Demolition of the unused hangar and relocation of the CBP facility would need to occur as an enabling project. The existing ready/return lot would be required to be relocated prior to construction of a structured parking garage. Rental car customers will likely be required to take a shuttle bus to a temporary location to drop off or pick up rental cars during construction.

Reconfigure and expand parking areas along Kirk Douglas Way. Each of these projects addresses existing surface parking along Kirk Douglas Way. Because additional parking is provided for peak-season use, suitable parking should exist to allow for the closure and resurfacing of each lot with minimal disruption, provided these construction activities occur during off-peak seasons.

8.4-5 Timeline

The aggressive timeline (shown in **Figure 8-5**) for the four primary steps of the implementation process assumes that the process is initiated immediately following conclusion of the Master Plan Update adoption by City Council in 2015 and that there are no delays encountered throughout the process. It should be noted that there is no requirement that these steps be completed in immediate succession, and this timeline assumes that some elements from the terminal reconfiguration are occurring simultaneously with car rental projects. Delays will naturally result in an increase in the duration of the implementation process. Further, the City may initiate advanced planning and design phases for individual projects on an as-needed basis.

Figure 8-5: Timeline

