

Chapter 1 – Inventory of Existing Conditions



OVERVIEW

Palm Springs International Airport (PSP or the Airport) is a publicly owned airport located in Riverside County, California, two miles east of downtown Palm Springs, and within Colorado Desert's Coachella Valley. **Figure 1-1** and **Figure 1-2** show PSP's location and vicinity maps.

The Airport accommodates commercial service passenger aircraft, corporate business jets, military aircraft, and general aviation aircraft. The Airport attracts a wide variety of travel to the region that supports the local economy, primarily leisure travelers who want to unwind in a desert oasis. PSP has experienced significant aviation activity growth in recent years. The Airport enplaned approximately 1.5 million passengers in 2022 – essentially a fifty percent increase in enplanements over the last five years.

The Airport, along with its aviation-related businesses and facilities, represents a vital and significant economic asset. PSP provides benefits to local businesses and industries, supports tourism, and encourages additional business development and expansion throughout the Coachella Valley.

The most recent Airport Master Plan Update for PSP was approved in 2015. Since that time, there have been several changes that necessitate revisiting the recommendations identified in that plan, including significant increases in the number of annual and peak period passengers, changes to the commercial aircraft fleet, new routes, new air carriers, and changes to airport facilities. This Airport Master Plan Update will focus on the Airport's terminal area first and incorporate remaining airside and landside components in a second phase.

Mead & Hunt



Figure 1-1: Airport Location Map



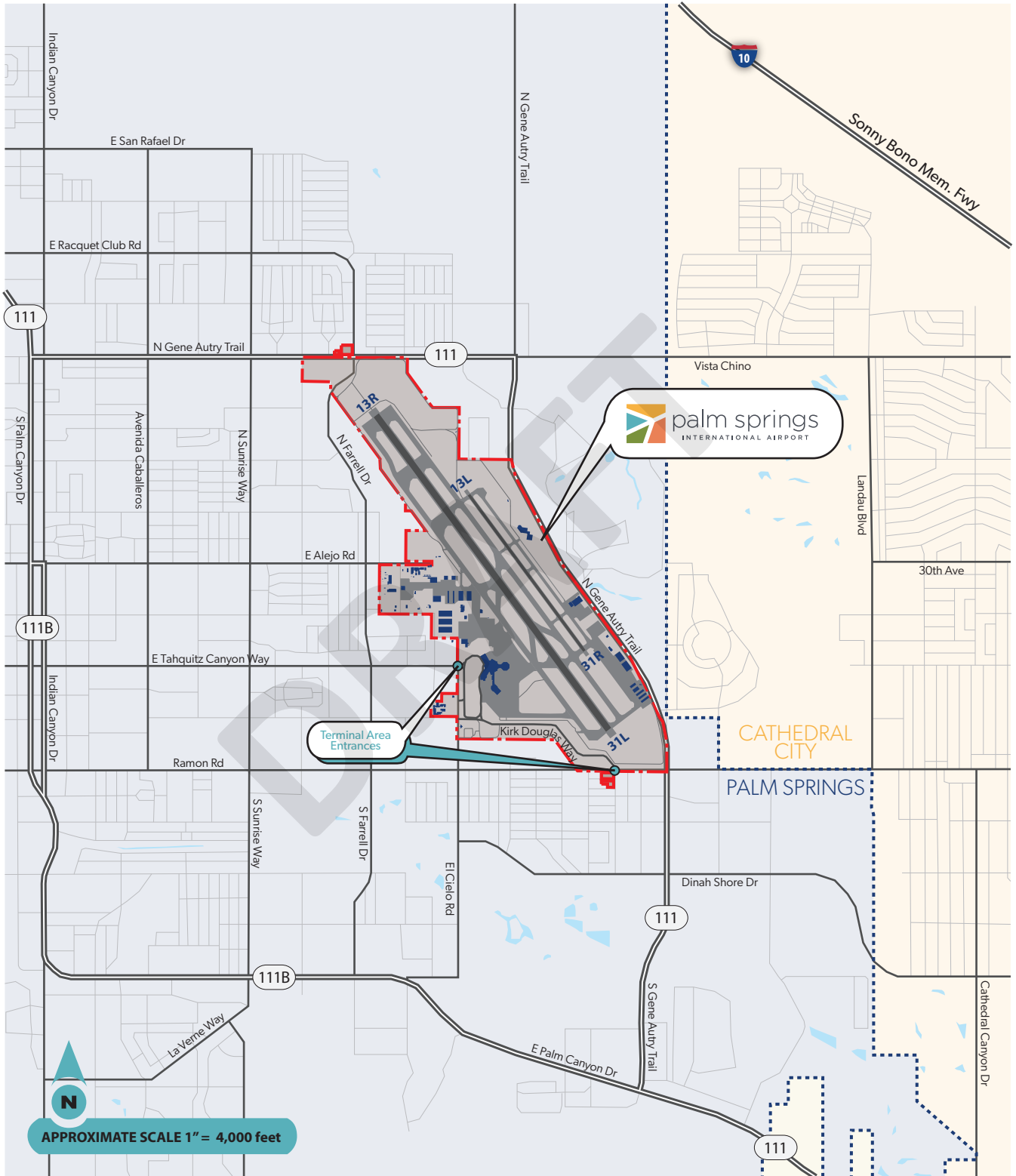


Figure 1-2: Airport Vicinity Map

Airport Ownership and Operation

PSP is owned by the City of Palm Springs. PSP is managed by City of Palm Springs staff under the direction of the City Manager. The Airport Commission serves PSP as an advisory body to City Council and consists of 19 members that are appointed by City Council:

- Ten members reside in and represent the City of Palm Springs.
- Eight members reside in and represent the eight Coachella Valley cities.
- One member represents Riverside County.

Commercial Air Service

Currently, PSP is served by 12 airlines that provide year-round and seasonal nonstop flights to more than 30 destinations as outlined in **Table 1-1**.

Table 1-1: Commercial Service

Airline	Nonstop Route	Service Type	Airline	Nonstop Route	Service Type
Air Canada	Toronto	Seasonal	Southwest	Dallas Love	Seasonal
	Vancouver	Seasonal		Denver	Year-Round
Alaska	Boise	Seasonal		Las Vegas	Year-Round
	Everette	Seasonal		Oakland	Year-Round
	Portland	Seasonal		Phoenix	Year-Round
	San Francisco	Year-Round		Portland	Seasonal
	San Jose	Year-Round		Sacramento	Year-Round
Allegiant	Seattle	Year-Round		San Jose	Year-Round
	Bellingham	Year-Round		Sun Country	Minneapolis
American	Des Moines	Seasonal	United	Chicago (ORD)	Seasonal
	Austin	Seasonal		Denver	Year-Round
	Chicago (ORD)	Seasonal		Houston	Seasonal
	Dallas (DFW)	Year-Round		Los Angeles	Seasonal
Phoenix	Year-Round	San Francisco		Year-Round	
Avelo	Bend/Redmond	Seasonal	WestJet	Calgary	Year-Round
	Eugene	Seasonal		Edmonton	Seasonal
	Santa Rosa	Seasonal		Vancouver	Year-Round
Delta	Atlanta	Seasonal		Winnipeg	Seasonal
	Minneapolis	Seasonal	Edmonton	Seasonal	
	Salt Lake City	Year-Round	Flair	Toronto	Seasonal
	Seattle	Seasonal	Vancouver	Seasonal	
JetBlue	New York (JFK)	Seasonal			

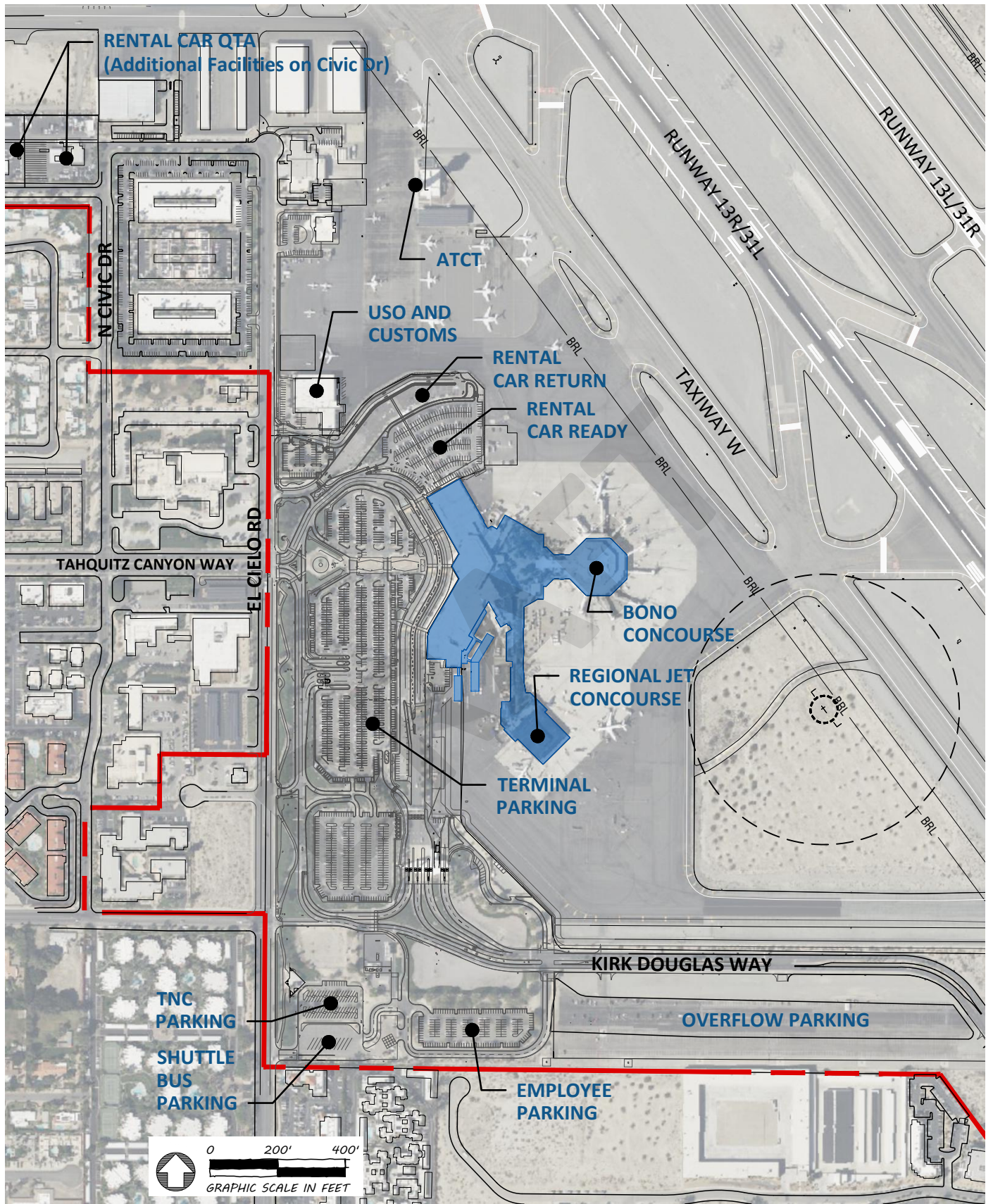
Source: PSP Website.

TERMINAL AREA FACILITIES

Facilities information was gathered from base files, as well as on-site observations, interviews, and a review of historical airport records. The following sections in this chapter provide information on terminal area facilities and functionality. A general depiction of terminal area facilities is provided in **Figure 1-3**.

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Figure 1-3: Terminal Area Facilities

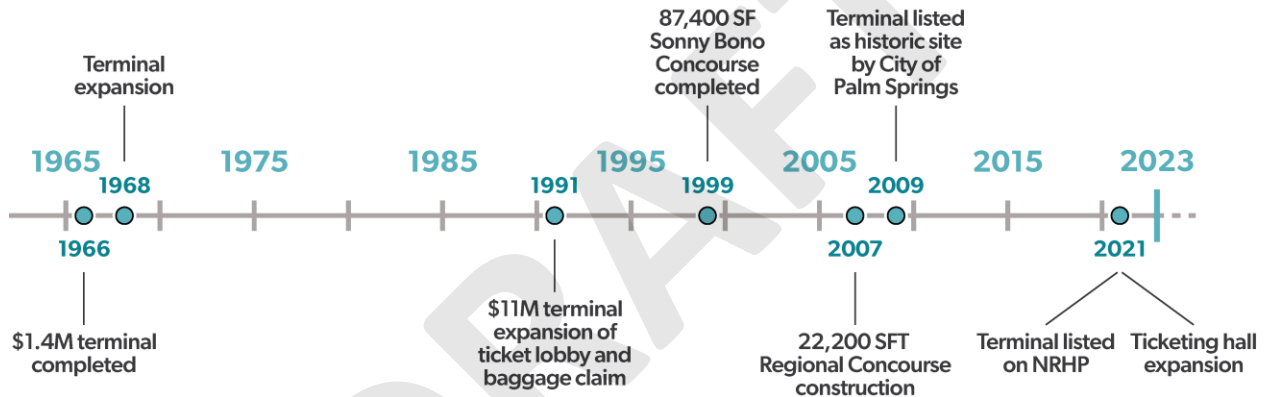


Passenger Terminal Complex Overview

PSP was originally built in 1939 as an emergency landing field for the United States Army Air Corps. In 1941, the land was acquired by the Air Corps Ferrying Command 21st Ferrying Group after the War Department deemed the emergency landing field essential to national defense. The City of Palm Springs purchased the land in 1961 and converted the airfield into Palm Springs Municipal Airport.

The passenger terminal complex has had two significant expansions since it was originally constructed in 1966. The passenger terminal building now consists of roughly 295,000 square feet of space, including 249,000 square feet of ground floor space, and 46,000 square feet of second floor space. In 1999, the 87,632 square feet (SF) Sonny Bono Concourse was constructed; in 2007, the 22,200 SF Regional Jet Concourse was constructed (2,000 SF for a restroom and 20,200 SF of hold room and concession areas). A timeline of terminal construction, expansions, and other notable events is provided in **Figure 1-4**.

Figure 1-4: PSP Terminal Building



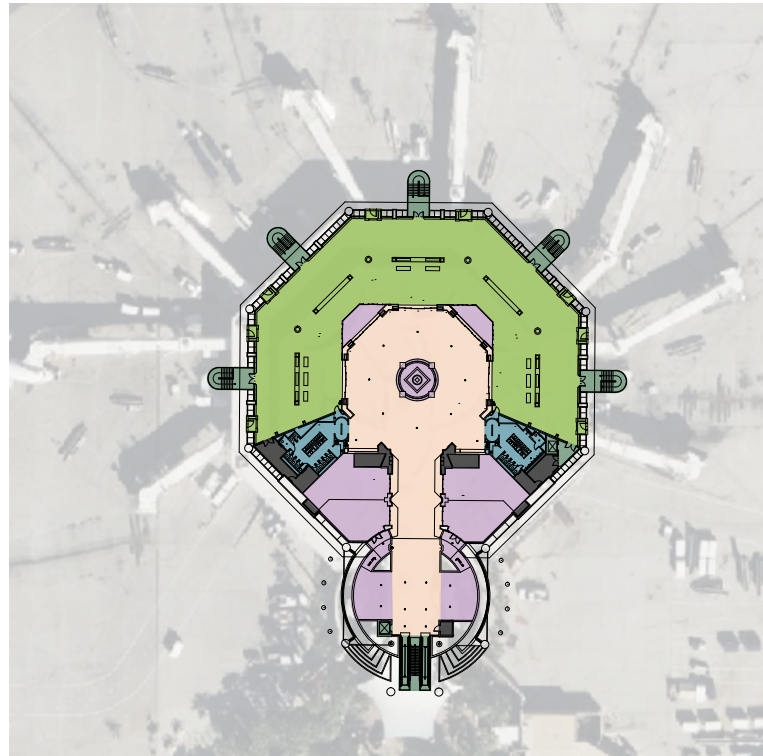
Source: Mead & Hunt, 2023.

The terminal is located on the west side of the two runways at PSP. Airline ticketing counters and offices, baggage claim/handling, Transportation Security Administration (TSA) security screening, rental car counters, passenger departure gates, and a self-serve snack bar, are located on the first floor of the terminal. Airport administration offices and public restrooms are located on the second floor of the terminal building. There are several entrances that passengers arriving at PSP can enter the terminal through on the ground level. Passengers can enter through the south terminal doors, located by Sun Country, American, Delta Airlines, as well as, the center of the terminal (direct access to TSA que lines), and the 3 doors located near baggage claims. On the north side of the terminal passengers may enter the baggage claim and car rental counter areas via the entrance from the rental car parking lots. Functional areas within the terminal, Sonny Bono Concourse, and Regional Jet Concourse are depicted in **Figure 1-5**. **Figure 1-6** and **Figure 1-7** provide more focused depictions of the first and second level passenger terminal plans. A detailed evaluation of the passenger terminal building is provided in the **Terminal Building** section of this chapter.

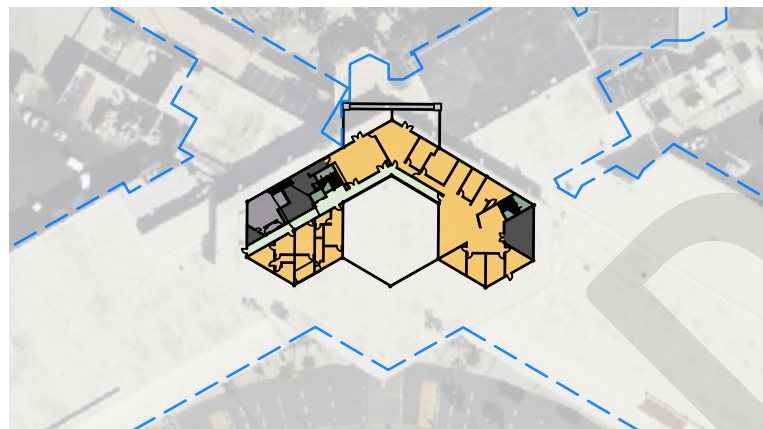
Figure 1-5: Passenger Terminal Complex

Legend

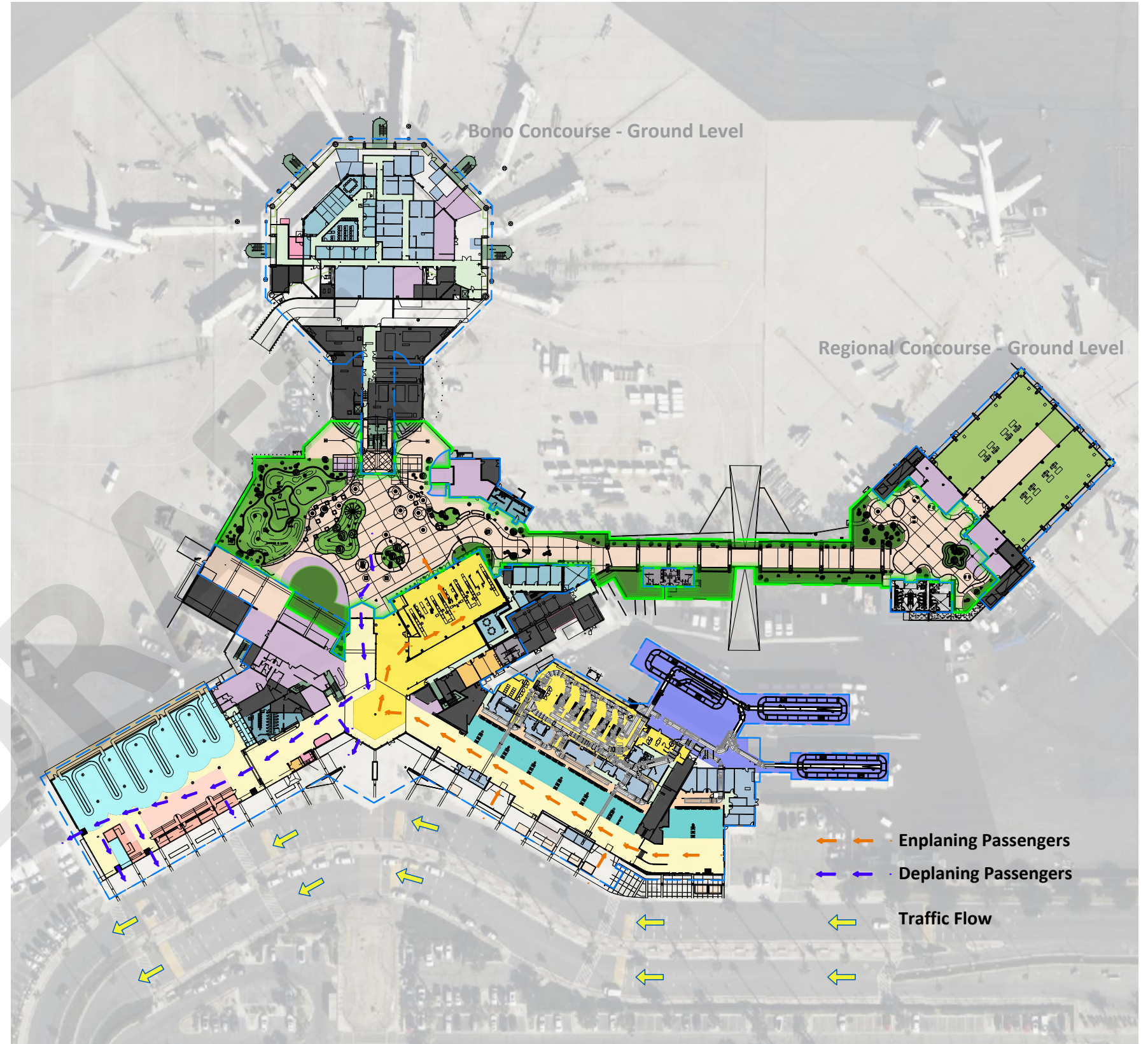
- Airline Operations Offices
- Ticketing Area
- Ticketing Queuing
- Security Screening Checkpoint
- TSA Offices
- Baggage Claim
- Outbound Baggage
- Inbound Baggage
- Baggage Screening
- Public Restrooms
- Non-Public Restrooms
- Rental Car Facilities
- Rental Car Queuing
- Public Circulation
- Non-Public Circulation
- Secure Circulation
- Vertical Circulation
- Airport Administrative
- Outdoor Airport Amenities
- Terminal Landscaping
- Building Systems
- Concessions
- Departure Lounge
- Roof Above
- Outdoor Spaces



Bono Concourse - Second Level



Terminal - Mezzanine Level



Terminal - Ground Level/First Floor



Figure 1-6: Terminal Floor Plan - First Level

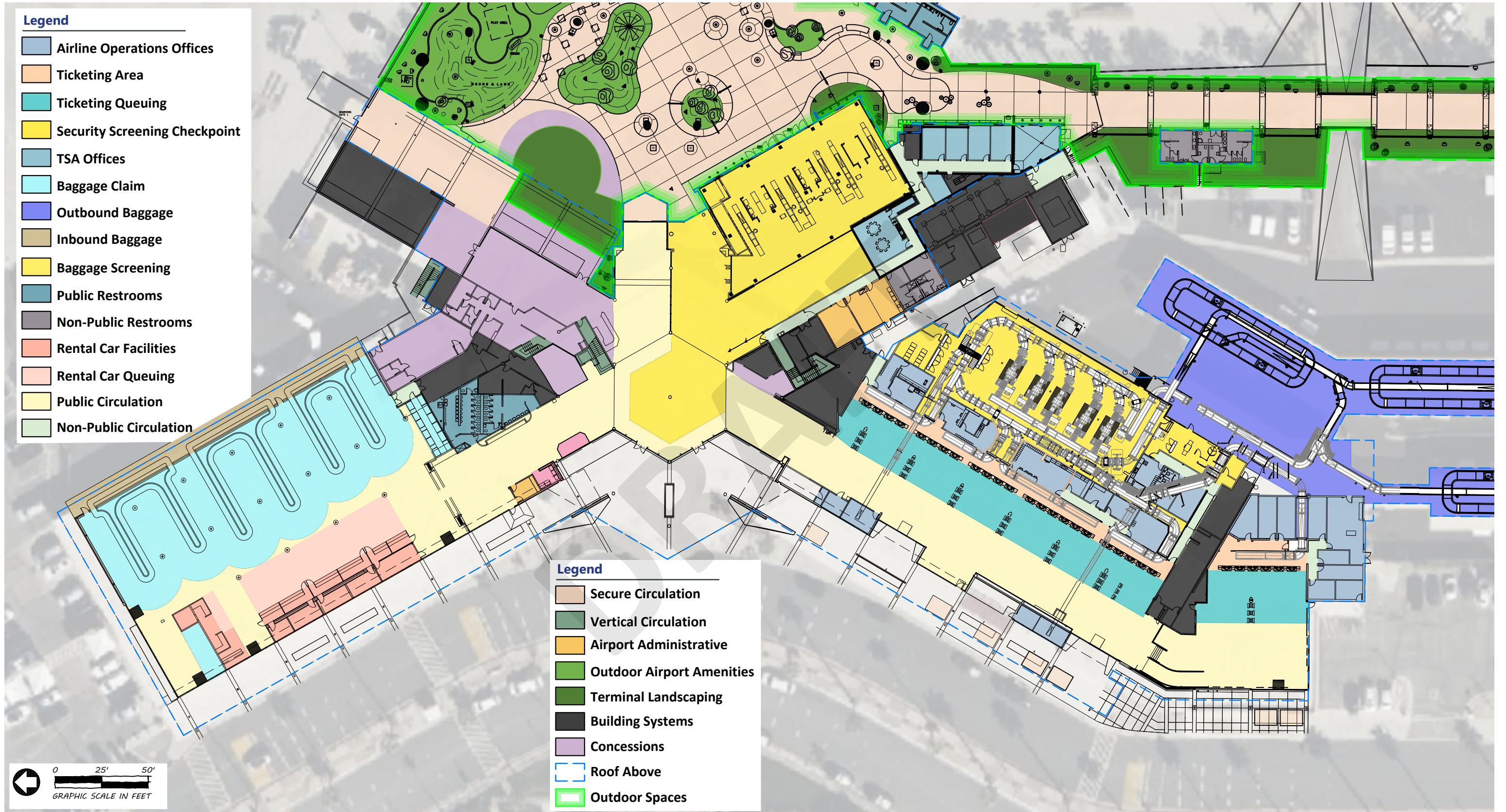






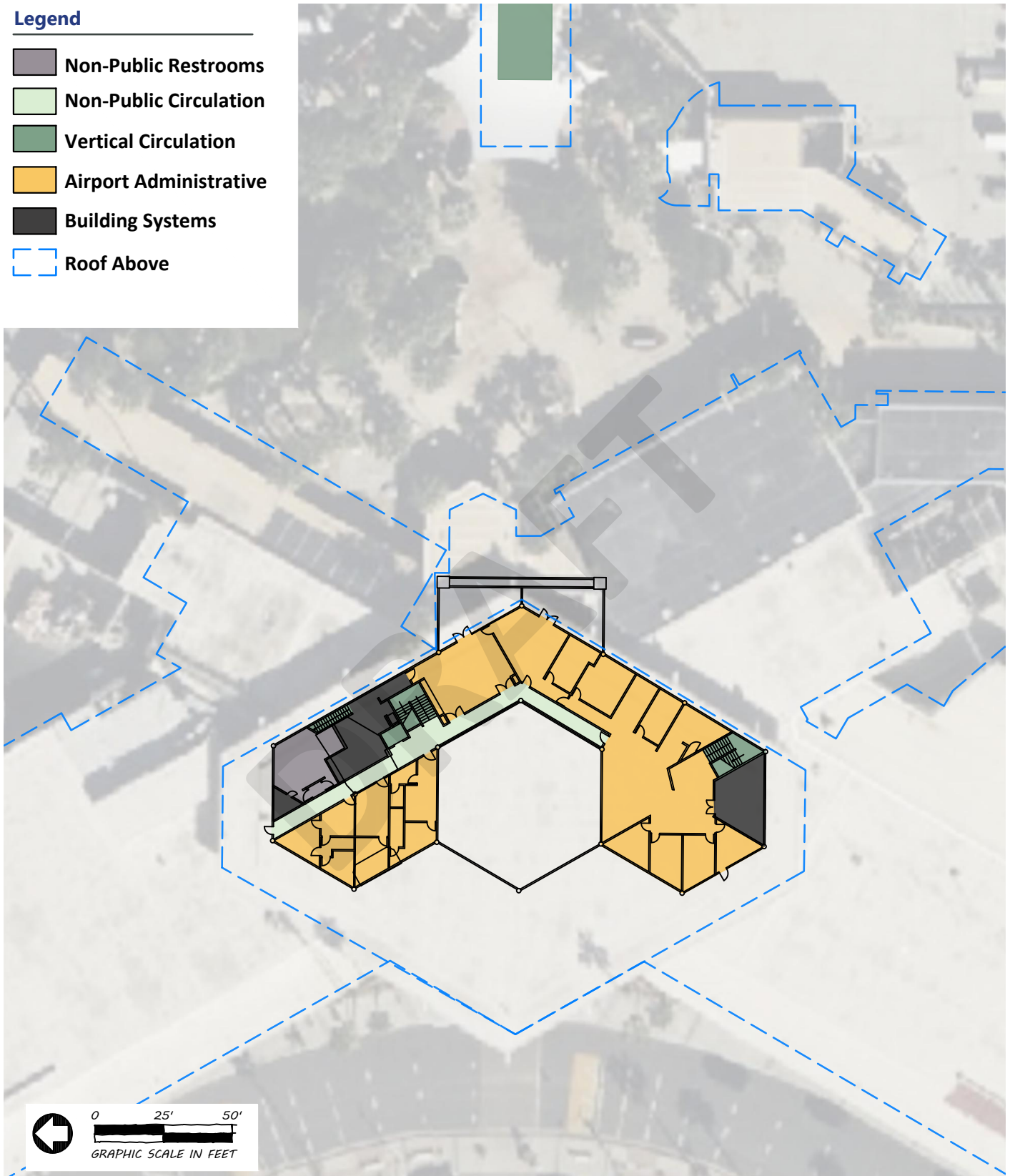


Figure 1-7: Terminal Floor Plan - Mezzanine Level

Legend

-  Non-Public Restrooms
-  Non-Public Circulation
-  Vertical Circulation
-  Airport Administrative
-  Building Systems
-  Roof Above

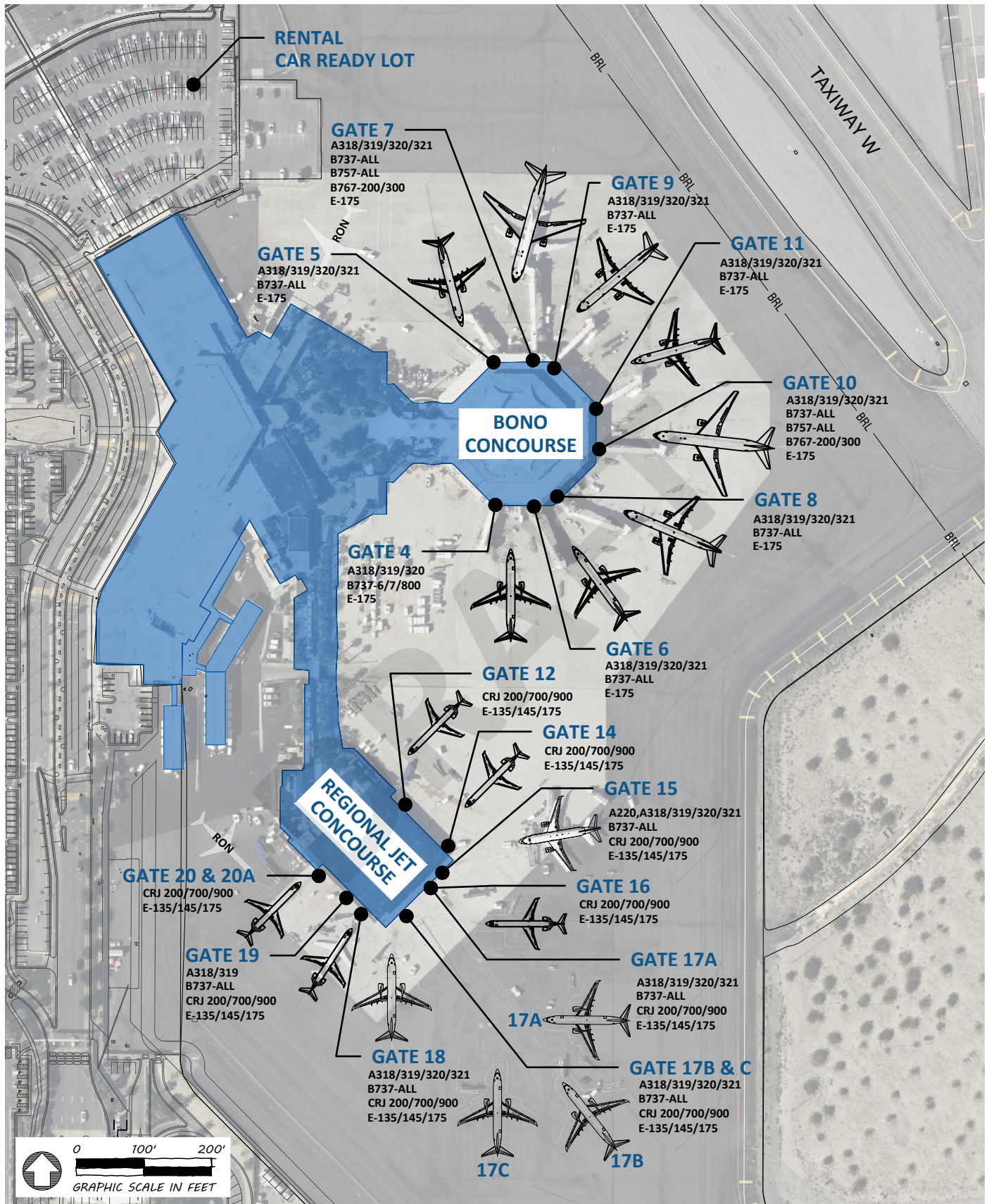


Terminal – Airside Elements

The commercial aircraft parking apron at PSP is located east of the passenger terminal building and west of Runway 13R/31L. There are currently 11 aircraft parking positions surrounding the Regional Concourse and 9 aircraft parking positions surrounding the Sonny Bono Concourse. Please see **Figure 1-8** for details on aircraft parking positions, gate numbering, and the type of aircraft each gate is capable of supporting.

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Figure 1-8: Terminal - Airside



TERMINAL BUILDING

This section describes existing terminal facility conditions. The terminal building was inventoried, and its layout was assessed for overall performance. Physical and operational deficiencies of the existing terminal building and its systems will be identified in subsequent chapters. Additional references for this section include airport meetings, examinations of plans, and a review of previous planning documents. A breakdown of terminal space by functional area is provided in **Table 1-2**. *Please note, the space descriptions and allocations provided below will be updated to reflect proposed concessions changes and other necessary revisions.*

Table 1-2: Terminal Complex Space Breakdown

Space Description	Level 1	Level 2	Space Description	Level 1	Level 2
Ticketing Area			Concessions		
Ticket Agent Positions (# of)	53	-	Pre-Secure		
Bag-Drop	9	-	Food and Beverage (sf)	666	-
Kiosks (# of)	24	-	Retail (sf)	-	-
Ticket Counter Length (ft)	230	-	Storage and Support (sf)	5,900	-
Ticket Counter Area (sf)	3,294	-	SubTotal	6,566	-
Ticketing Queuing (sf)	5,924	-	Post-Secure		
Airline Operation Office Space and Storage	13,074	-	Food and Beverage (sf)	3,325	2,000
Total Ticketing Area	22,292	-	Retail (sf)	1,091	2,649
Baggage Claim Area			Storage and Support (sf)	8,469	-
Bag Claim Carousel, Floor Area & Oversize (sf)	11,391	-	SubTotal	12,885	4,649
Baggage Service Offices (sf)	363	-	Total Concessions Area	19,451	4,649
Bag Claim Carousel Frontage (lf)	667	-	Departure Lounges		
Bag Claim Carousel (Slope Plate) (# of)	3	-	# of Gates (# of)	10	8
Outbound Baggage (sf)	14,271	-	Gate Departure Lounges (sf)	11,959	16,636
Inbound Baggage (sf)	1,920	-	Total Departure Lounge Area	11,959	16,636
Total Public Baggage Areas	27,945	-	Rental Car Area		
Airport Support Area			Car Rental Ticket Counter Area (sf)	726	-
Administrative (sf)	942	4,810	Rental Car Queuing (sf)	1,869	-
Storage / Maintenance (sf)	1,401	-	Car Rental Office Area (sf)	854	-
Total Airport Area	2,343	4,810	Total Car Rental Area	3,449	-

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Space Description	Level 1	Level 2
General Spaces		
Non-Secure		
Public Circulation (sf)	20,049	-
USO (sf)		1,559
Restroom Area (M+F+Family) (sf)	1,198	523
M+F+Family Restroom fixtures (# of)	15+6	-
<i>Subtotal</i>	<i>21,247</i>	<i>2,082</i>
Secure		
Secure Public Circulation (sf)	44,926	12,813
Outdoor Airport Amenities*	10,326	-
Terminal Landscaping*	13,260	-
Restroom Area (M+F+Family) (sf)	2,600	2,232
M+F+Family Restroom fixtures (# of)	8+10	15+13
<i>Subtotal</i>	<i>71,112</i>	<i>15,045</i>
Non-Public		
Non-Public Circulation (sf)	7,659	915
Restroom Area (sf)	2,064	-
<i>Subtotal</i>	<i>9,723</i>	<i>915</i>
Vertical Circulation	3,442	
Total General Area	105,524	18,042

Source: Mead & Hunt, 2023.

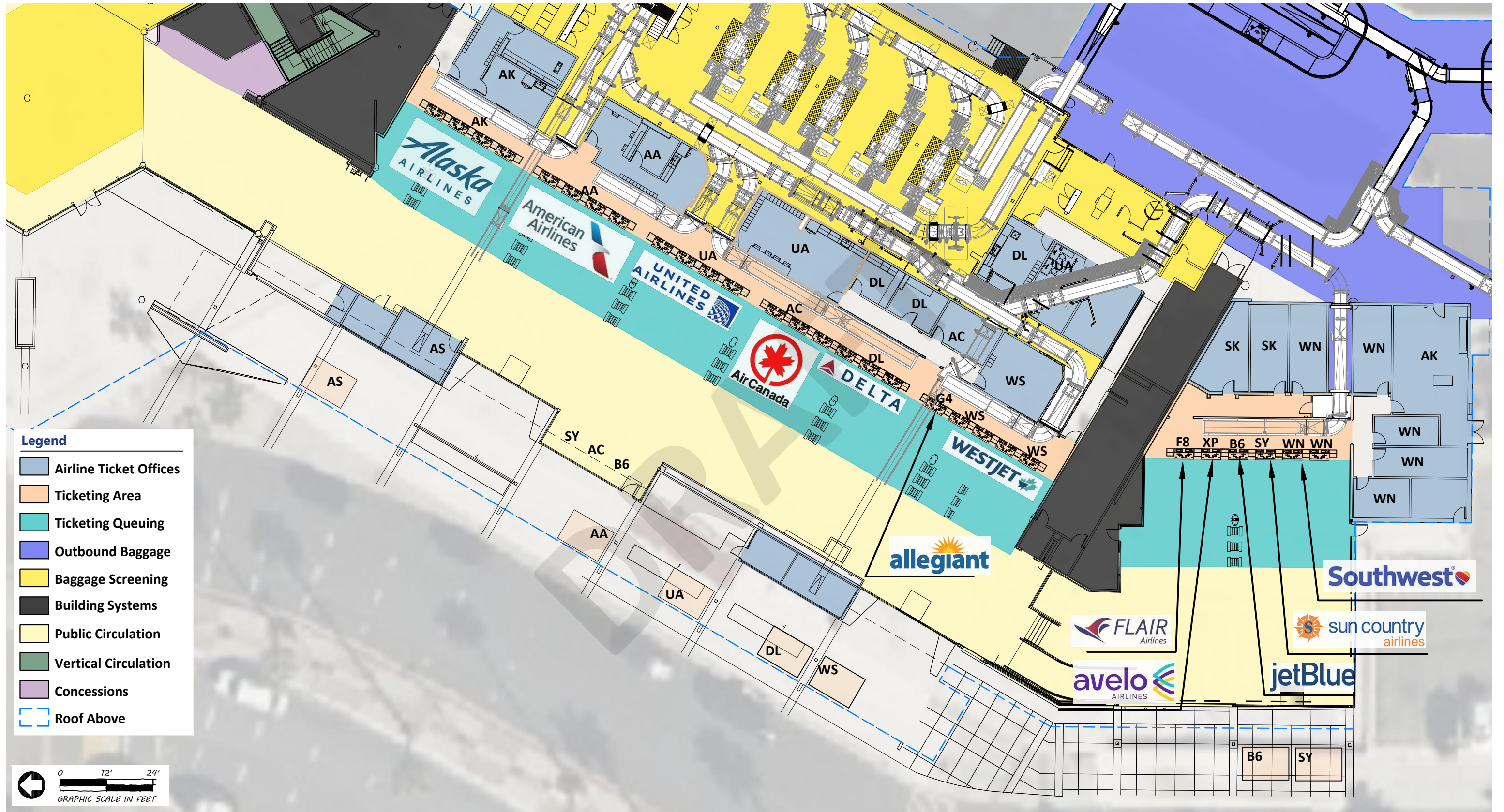
Space Description	Level 1	Level 2
Transportation Security Administrative (TSA) Areas		
Security Screening Checkpoint (SSCP)		
Lanes (w/PreCheck) (# of)	6	-
Checkpoint (sf)	6,172	-
Checkpoint Queue (sf)	6,362	-
TSA Admin Offices and Support Space (sf)	6,025	-
<i>Subtotal</i>	<i>18,565</i>	<i>-</i>
Baggage Screening Areas		
EDS Devices (# of)	5	-
TSA Bag Screening Floor Area (sf)	8,896	-
<i>Subtotal</i>	<i>8,896</i>	<i>-</i>
Total TSA Area	27,461	-
Building Support		
Building Systems and Major Chases	22,272	2,161
Total Bldg Support Space	22,272	2,161
TOTAL TERMINAL FACILITY AREA	242,696	46,298

Ticketing Area and Airline Ticket Offices

The ticketing area is on the south portion of the terminal and consists of ticket counters, kiosks, bag-drop stations, curbside check-in counters, passenger queueing, circulation, and the airline ticket counters. Twelve airlines occupy 46 total full-service ticket counter positions (FSP) in the ticket lobby of the terminal building, depicted **Figure 1-9**. In 2021, the main terminal Ticketing Area was modernized and renovated with the following improvements:

- Ticketing Hall expansion and renovation
- Shared use systems for ticket counter airline check-in process
- Baggage screening consolidation & expansion
- Baggage make-up carousel

Figure 1-9: Airline Ticketing and Offices



Additionally, there are two common-use FSPs and five open FSPs available for future airlines. The airlines listed below in **Table 1-3** occupy the following space:

Table 1-3: PSP Ticketing

Airline	Counter Positions	Self-Check-In Kiosks	Bag Drop Positions	Curbside Check-In Counters
Air Canada	6	0	0	0
Alaska	6	5	1	2
Allegiant	3	0	0	0
American	6	3	2	2
Avelo	1	0	0	0
Delta	6	3	0	1
Flair	1	0	0	0
JetBlue	2	2	1	0
Southwest	4	2	0	0
Sun Country	2	0	0	1
United	4	4	4	1
WestJet	5	5	2	0

Source: Mead & Hunt, 2023.

The processing area which includes the area between the front of the counters to the wall separating the airline ticket offices and ticketing area provides 5 feet of depth. The passenger processing area, the area where passengers stand at the counters is approximately 10 feet deep, with space reserved for queuing providing approximately 20 feet of depth. Some airlines that use kiosks have their kiosks mixed in with the queuing area. Beyond queuing is passenger circulation, which consists of a 20-foot-deep corridor which facilitates the movement of passengers and bags between the ticketing area and security screening checkpoint.

Airline ticket offices (ATO’s) are located behind the ticketing area and consist of operations space, IT closets, and breakrooms for airline employees.

Outbound Baggage Screening and Make-Up Area

Behind the ATOs is the baggage handling system (BHS), which was recently reconstructed in 2021. See **Figure 1-5** and **Figure 1-6** for location of the BHS. The 8,896 SF BHS expansion consists of four CT-80DR+XL explosive detection system (EDS) scanners and one CT-80DR+L canner with sufficient space to another EDS scanner. With the existing five scanners, baggage throughput is approximately 820-920 bags per hour. A sixth CT-80 machine is anticipated to be installed in late May 2023. Baggage travels to the baggage screening room through seven conveyor lanes—five from the check-in area and two from sub-grade conveyors from the curbside counters. Once baggage reaches the EDS machines, it is manually placed into the machine. Once screened, another person manually places the bag on the conveyor, which then moves the bag to the outbound baggage make-up area.

The outbound baggage make-up area was recently reconstructed with the baggage handling system in 2021 and consists of three, slope-faced, oval carousels. Around each carousel is a staging lane for 16 carts to park parallel to the carousel along with a 10-foot bypass lane. The carousels and staging lanes are covered, while the bypass lanes are not.

Passenger Security Screening














The security screening checkpoint (SSCP) is in the middle of the terminal between the ticketing counter and the baggage claim area as shown in **Figure 1-10** Error! Reference source not found.. The SSCP is comprised of passenger queuing, travel document checkers, six screening lanes, and a recomposure area. TSA PreCheck® and CLEAR are available to passengers. The approximate 6,400 SF queuing area has expanded into the center atrium to accommodate the significant surge of departing traffic during peak times. After queuing, passengers are screened through Leidos AIT and AIT2 scanners. The exiting six-lane configuration has an approximate throughput capacity of 990 passengers per hour. Once passengers are screened, they enter the recomposure area which is directly outside of the security screening checkpoint.

Departure Lounges

There are currently 16 departure gates at PSP. The Sonny Bono Concourse has 8 contact gates, labeled 4 through 11. Gate 1 at the Sonny Bono Concourse is primarily used as a RON apron, but can be utilized as a boarding gate. The Regional Concourse has 8 ground-boarded gates, labeled 12 and 14 through 20, serving 10 aircraft parking positions. The departure lounges in the Sonny Bono Concourse include a 25-foot depth seating area, customer service desks for airlines, and 20-foot depth space for standing around the entirety of the concourse. All passengers walk to their appointed concourse from the outdoor terminal areas and board the departing aircraft via a passenger boarding bridge at the Sonny Bono Concourse or ground-board at the Regional Concourse. **Figure 1-11** details the Regional Jet Concourse and **Figure 1-12** details the Sonny Bono Concourse.

Figure 1-10: Security Screening Checkpoint

Legend

 Airport Administrative	 Security Screening Checkpoint	 Terminal Landscaping
 Secure Circulation	 TSA Offices	 Roof Above
 Public Circulation	 Vertical Circulation	 Outdoor Spaces
 Non-Public Restrooms	 Non-Public Circulation	
 Building Systems	 Outdoor Airport Amenities	

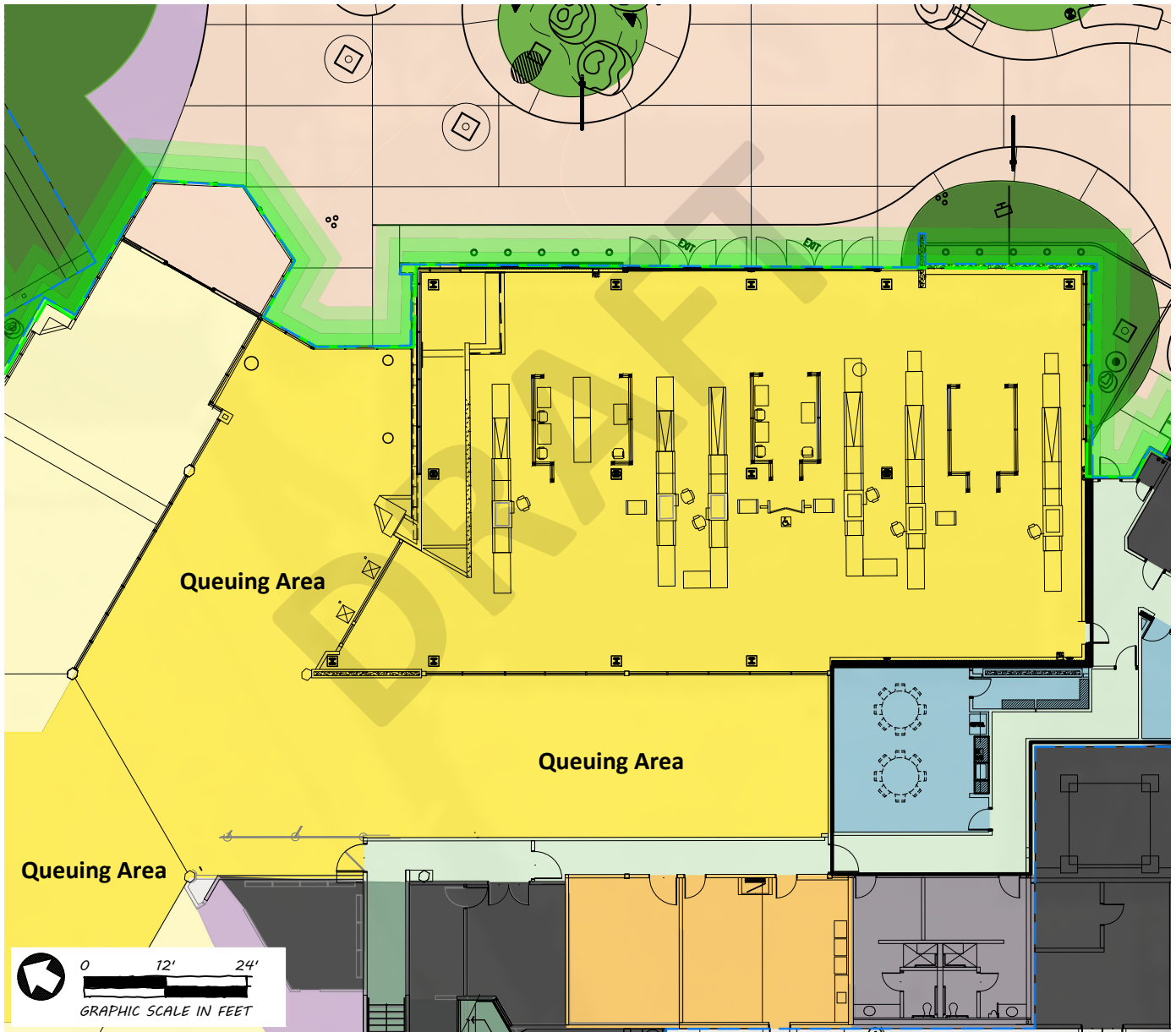


Figure 1-11: Regional Jet Concourse

Legend

- Public Restrooms
- Secure Circulation
- Departure Lounge
- Concessions
- Building Systems
- Terminal Landscaping
- Roof Above
- Outdoor Spaces

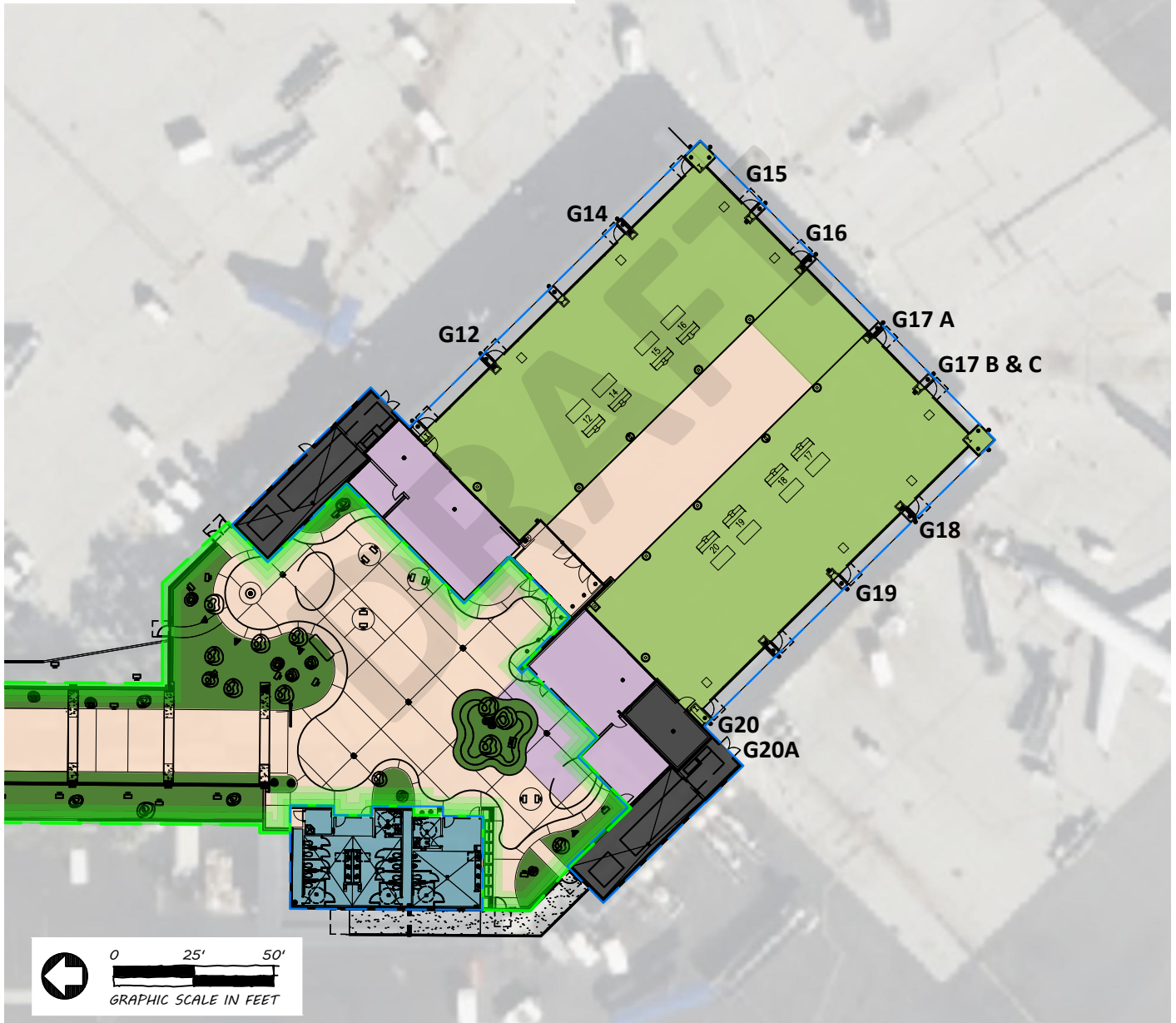
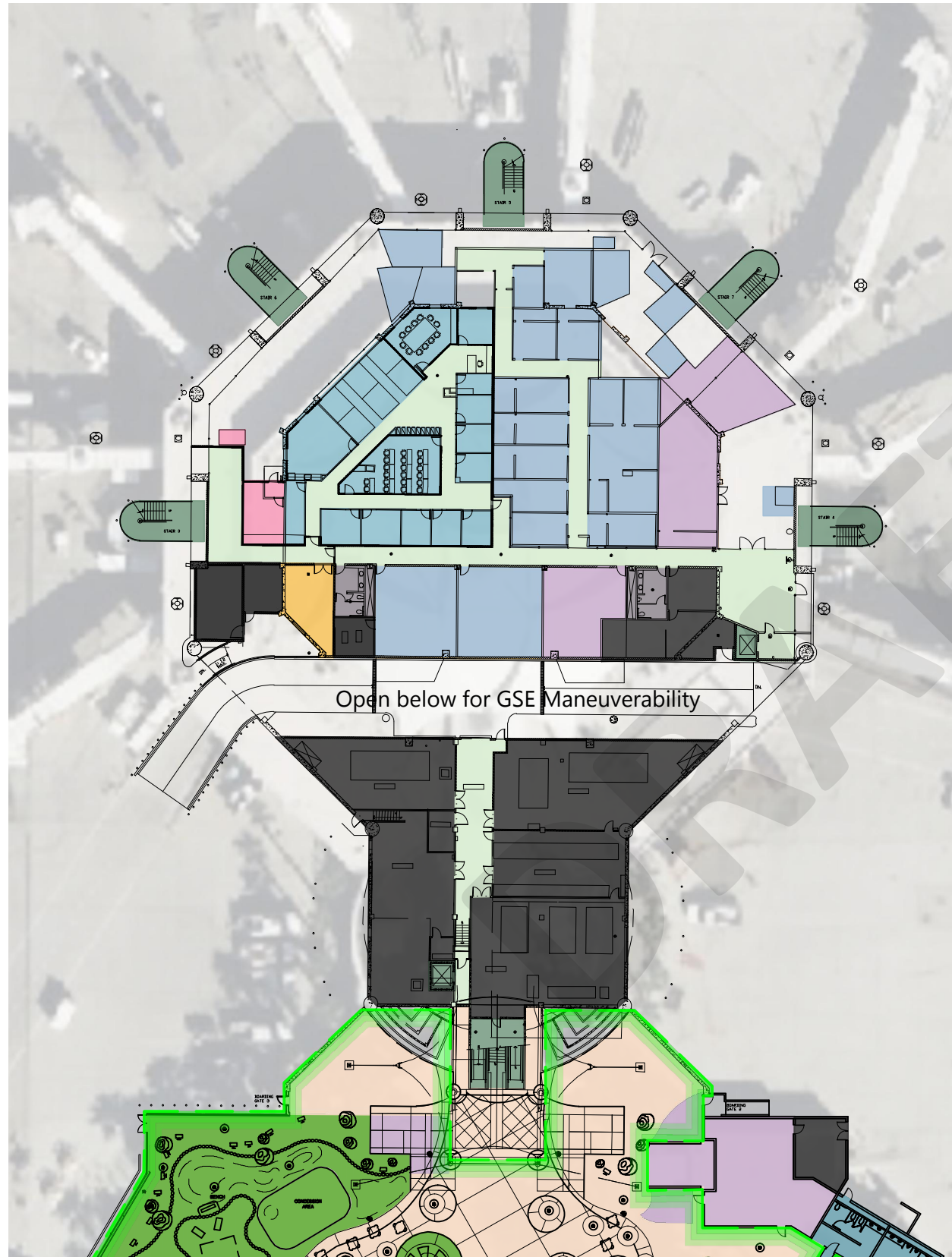


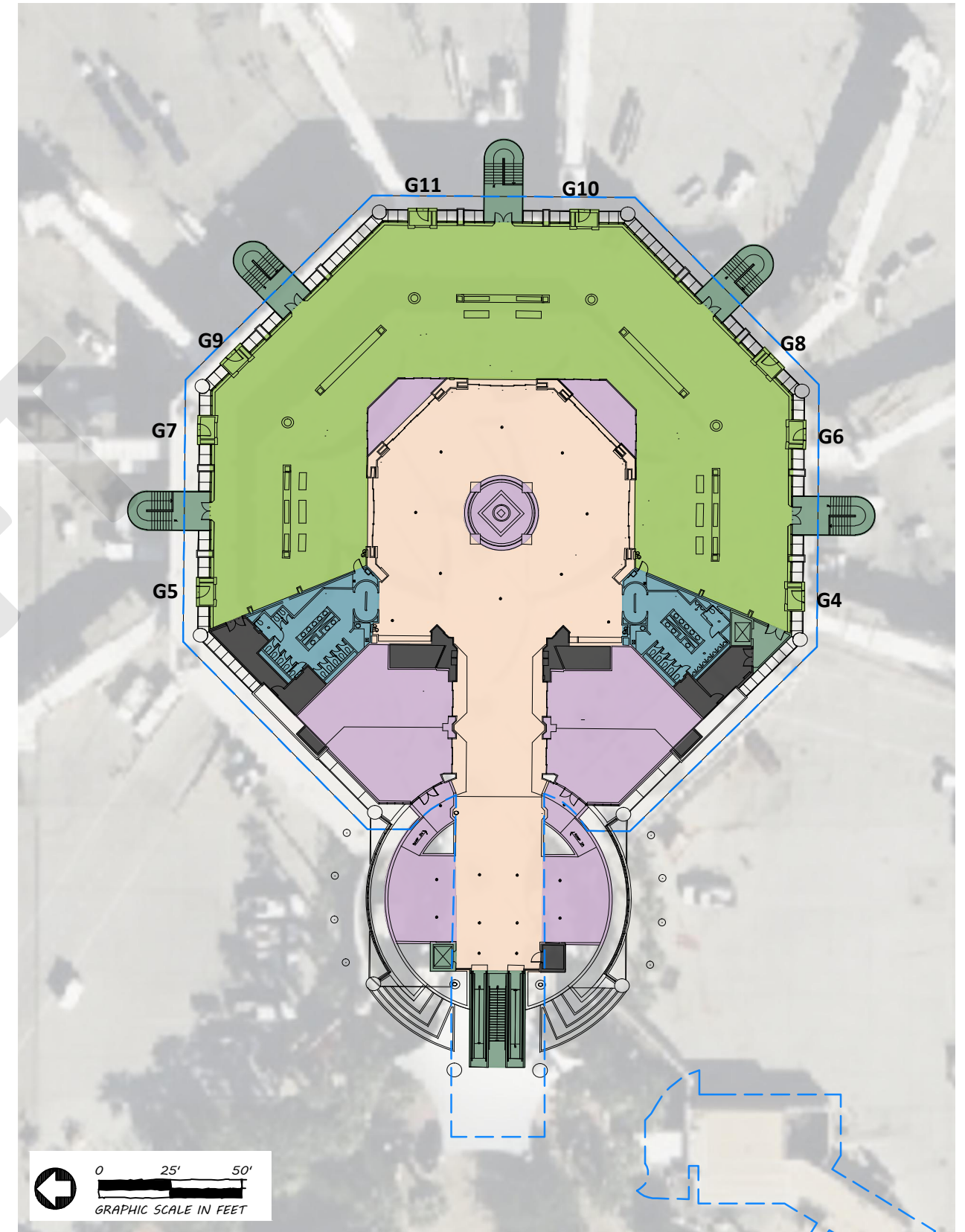
Figure 1-12: Sonny Bono Concourse

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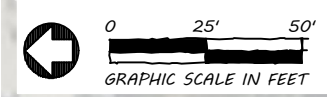
- Public Restrooms
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- Building Systems
- TSA Offices
- Airline Operations Offices
- Roof Above
- Outdoor Spaces



First Floor



Second Floor



Inbound Baggage Make-Up Area and Baggage Claim

The inbound baggage make-up area is located on the north side of the terminal on the secure side of the wall from baggage claim. The make-up area is located outside and consists of a staging lane for carts to stage parallel to one of the three carousels.

The baggage claim area consists of three “U” shaped, flat-plated carousels. Baggage carousel #1 has a linear frontage of 206-feet, baggage carousel #2 has a linear frontage of 242-feet, while baggage carousel #3 has a linear frontage of 218-feet. South of the baggage claim are four baggage service counters which are shared amongst the airlines.

Rental Cars

10 rental car companies operating at PSP (eight on-site and two located off-airport): Alamo, Avis, Budget, Dollar, Enterprise, Hertz, National, and Thrifty are located at PSP, whereas Desert Rent-A-Car and Go Rentals are located off-Airport. Each of the eight on-site rental car companies have desk space, accompanying office space, and 20-feet of queuing space depth leading to the counters. The counters are visible to passengers when they first enter through the baggage claim area. There is a rental car parking lot conveniently located adjacent to the baggage claim areas at the north side of the terminal. There are 332 “ready” parking spaces and six rental car “return” lanes capable of accommodating approximately 150 vehicles.

Restrooms

There are five sets of public restroom modules in the terminal building which are listed in **Table 1-4**.

Table 1-4: Public Restroom Locations

Location	Men’s Fixtures	Women’s Fixtures	Other
Pre-Security			
Main Terminal (Level 1)	15	6	Janitor Closet
Main Terminal (Mezzanine)	To be verified	To be verified	
Post-Security			
Adjacent to Regional Concourse	5	10	Janitor Closet
Sonny Bono Concourse	15	13	Janitor Closet
Adjacent to PSP Coffee House	3	3	

Source: Mead & Hunt, 2023.

Concessions

The concessions program at PSP consists of pre-secure concessions and post-secure concessions. Changes in concession space use are anticipated to occur in late 2023 and 2024. PSP currently has seven percent of their concessions program pre-security and 93 percent of the program post-secure. On the pre-secure side there is a self-service concessions area called Snack n Go between the exit lane and baggage claim. A Pay On Foot machine is located along the west side of the terminal building, which is where those who utilized public parking can pay their parking ticket. Several gift and specialty item shops are located on the secure side—four in the Sonny Bono Concourse: Desert News, The PGA Tour Shop, Desert Marketplace, and Desert Mart; and one in the Regional Concourse: CNBC. Additionally, there are multiple food and beverage options located on the secure side of the terminal. In the Sonny Bono Concourse is the Santa Rosa Kitchen & Spirits. The Sonny Bono Courtyard accommodates a wine and coffee bar named PSP Coffee House and a food stand called Half Moon Empanadas. In the Regional Concourse, the Buzz by Bar Fly offers food and beverage during the day and a full bar at night.

The primary concessions storage areas are located behind the baggage service offices and the Snack n Go on the first level, and under the Sonny Bono concourse. Concessions deliveries occur through a secure access gate on the southside of the terminal where delivery trucks are screened and then escorted to the terminal.

Airport Amenities

PSP offers an abundance of airport amenities that enhance the passenger experience. Free public Wi-Fi is available, and artwork is on display throughout the terminal. Having the majority of the secure side exposed to the outdoor environment, passengers have many options to experience the outdoors prior to their flight. This includes grassy areas to rest, a kid’s playset, pet relief area, outdoor seating, outdoor concessions, and outdoor viewing areas. Additionally, a mother’s nursing station is located between the Sonny Bono Concourse and Regional Concourse.

Administrative Area

PSP’s primary administrative area is located on the mezzanine level of the terminal and consists of 14 offices and a conference room. Airport staff utilize the office space located within the vehicle inspection plaza. There are additional administrative offices and a breakroom for maintenance staff located on the first floor of the Sonny Bono Concourse. PSP’s operations space is located on the first-level adjacent to the security screening checkpoint and outbound baggage make-up area.

TSA’s administrative space is split between an area adjacent to the security screening checkpoint and baggage screening rooms and an area on the first level of the Sonny Bono concourse.

TERMINAL ACCESS, PARKING, AND SUPPORT FACILITIES

Vehicle Roadway Access and Circulation

PSP is located approximately 5 miles south of I-10 and accessible by vehicle from all directions via CA-111. Major streets providing access to the terminal building include East Tahquitz Canyon Way, Kirk Douglas Way, El Cielo Road, Ramon Road, and North Farrell Drive.

From East Tahquitz Canyon Way, vehicles enter a two-lane loop where access is provided to public parking. Just before the first turn in the loop, the two lanes divide. The left lane is designated for small (private and commercial) vehicles and the right lane for oversized (charter buses, delivery, and cargo) vehicles as well as other commercial vehicles (taxis, charter shuttles, and limos) that access the taxi and bus staging lot south of the Airport. Both lanes are direct traffic to the terminal curbside. However, the lane for oversized and commercial vehicles directs traffic towards Kirk Douglas Way, where vehicles make a U-turn back towards the terminal loop road. Oversized vehicles and other commercial vehicles can enter the taxi and bus staging area or make a U-turn turn to the terminal on Kirk Douglas Way located opposite the cargo vehicle exit.

Prior to entering the terminal curbside area, all vehicles are directed through a 6-lane vehicle inspection plaza prior to approaching the terminal curbside. The terminal curbside consists of three inner lanes closest to the terminal that is primarily used for the loading and unloading of private vehicles while the three outer lanes serve commercial vehicles. The vehicle parking and circulation system is shown in **Figure 1-13**.

Vehicle Parking

Public parking facilities at PSP are managed by a parking management firm and include four connected parking lots. While public parking is not separated into short- or long-term lots, there are approximately 900 parking spaces in the main lots west of the terminal and approximately 700 spaces available in an overflow parking lot south of Kirk Douglas Way. Parking rates in the main lots are free for the first seven minutes then \$2 for every 20 minutes with a maximum \$20 dollar charge per twenty-four hour period. A rate of \$18 per day applies to vehicles parking in the overflow parking lot. A cell phone waiting lot located along Kirk Douglas Way provides free temporary parking for vehicles picking up arriving passengers.

Rental car ready/return parking is located immediately north of the baggage claim and rental car areas. There are 332 ready and 150 return spaces for a total of 482 ready/return parking spaces. The 11-acre overflow lot provides space for approximately 700 vehicles; shuttle buses transport passengers from the overflow lot to the terminal. Existing public and employee parking areas are detailed in **Table 1-5** along with approximate parking spaces.

Figure 1-13: Vehicle Parking and Circulation

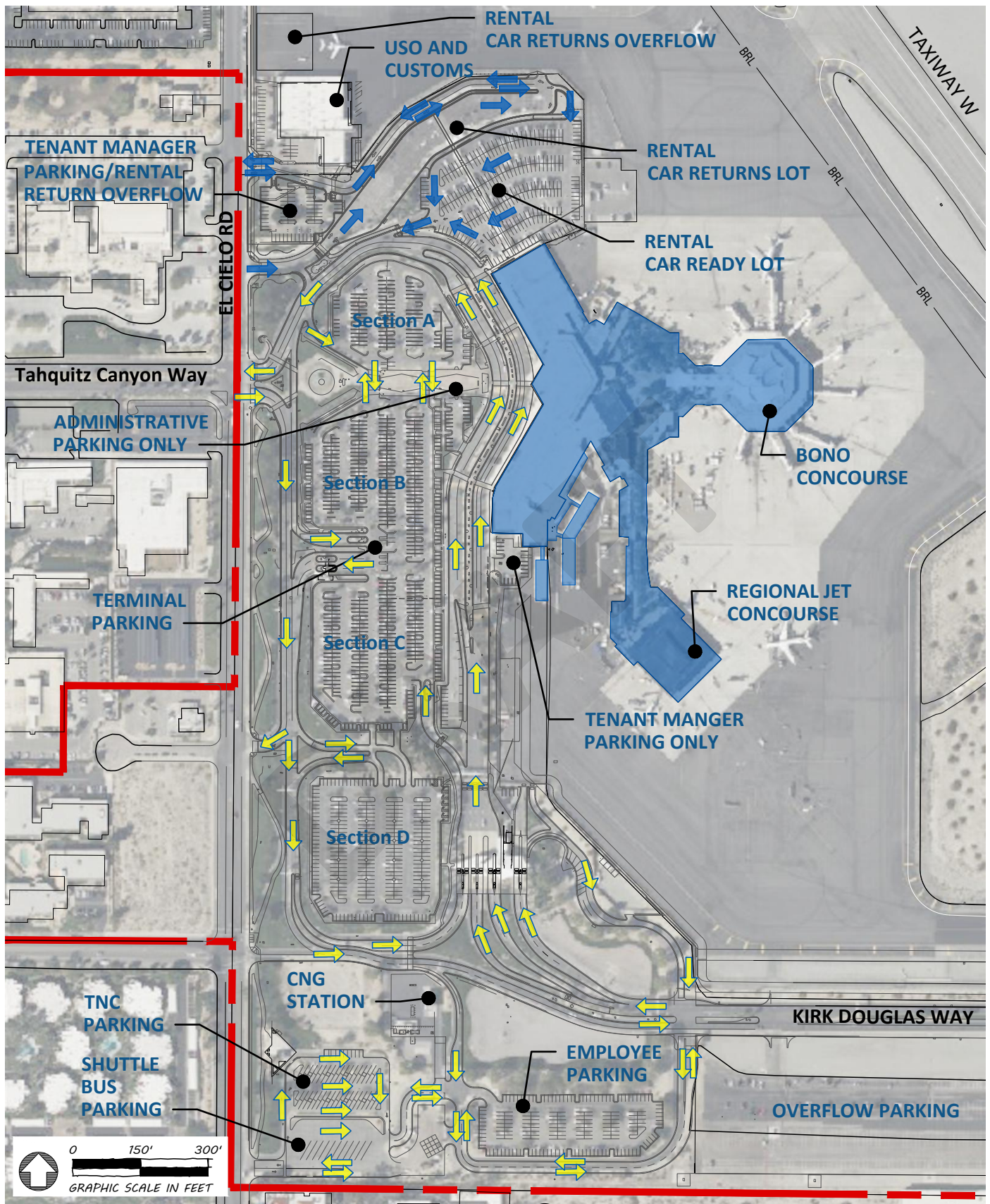


Table 1-5: Parking Areas

Lot	Description/Location (and rate if applicable)	Number of Spaces
Public Parking		
A & B	Main Lot (Maximum \$20/day)	377
C & D	Main Lot (Maximum \$20/day)	538
Cell Phone	Free	21
Overflow Lot	Maximum \$18/day.	≈700
Employee/Terminal Tenant Parking		
Tenant Manager	(Immediately south of the terminal)	16
Tenant Manager	(South of the USO building)	≈50
Airport Administration	(Immediately west of the terminal)	17
Employee Parking	(South along Kirk Douglas Way)	176

Source: Mead & Hunt, 2023.

Note: ≈ indicates approximate

Transit Services

Public Transportation

There are four bus stations within a 15-minute walking distance from the Airport: Ramon at Desert Way, Tahquitz Canyon at Civic, Palm Springs Airport, and Farrell at Tahquitz Canyon. In addition, public transportation is available via:

- **Sun Transit Agency** – offers bus transportation in the Coachella Valley. Two stops are located within three blocks of the airport.
- **Morongo Basin Transportation Authority (MBTA)** – offers transportation to Joshua Tree, Yucca Valley, Twenty-Nine Palms, and the 29 Palms Marine Base. The bus stop is located at the north end of the terminal, in front of the Rental Cars ready lot.
- **Amtrak** – offers a bus-to-train service at the PSP airport to Fullerton and Los Angeles. The bus stop is located at the north end of the terminal, in front of the Rental Cars ready lot.

Shuttle/Private Ground Transportation

Many hotels and resorts offer courtesy shuttles to and from the Airport.

Rental Cars

As mentioned earlier, there are 10 rental car companies available to arriving passengers (8 on-site and 2 located off-airport): Alamo, Avis, Budget, Dollar, Enterprise, Hertz, National, and Thrifty are located at PSP, whereas Desert Rent-A-Car and Go Rentals are located off-Airport. Car sharing service companies, such as Turo, may soon be available for PSP travelers.

TNCs/Taxis

Transportation network companies (TNCs) such as Uber and Lyft, provide pick-ups and drop-offs at the Palm Springs International Airport. Taxi service is provided by the following companies:

- City Cab
- Coachella Valley Taxi
- Yellow Cab of the Desert

Ground Service Equipment

PSP has ground handling providers that store Ground Service Equipment (GSE) on the terminal apron, primarily in between the Sonny Bono Concourse and the Regional Jet Concourse. The space in between the two concourses that is used to store GSE is roughly around 25,000 SF. Each gate is equipped with a jet bridge and in between the jet bridges, additional GSE equipment is stored.

Fueling Services

There are two fixed based operators (FBOs) at PSP, Signature Flight Support, located near the terminal and Atlantic Aviation, located on eastside of Runway 13/31. Signature Flight Support provides fueling services to aircraft parked at the terminal. Both Signature Flight and Atlantic Aviation offer 100LL line service and Jet A line service, along with aircraft parking, maintenance, and additional services.

TERMINAL BUILDING CONSTRUCTION AND BUILDING SYSTEMS

When considering future building expansion at PSP, the building code implications of additional expansion of the terminal building need to be considered. To facilitate an expansion, an analysis of the existing building will need to be undertaken to understand the full impact to allowable area expansion of the buildings. Elements that would need study include building type, seismic risk category, fire protection systems, uses within the building, and adjacencies to higher/lower risk uses.

ENVIRONMENTAL REVIEW

Understanding the environment on and surrounding PSP allows for efficient planning of future development and aids in compliance with federal and state regulations. Awareness of the surrounding environment also affords the opportunity to understand how PSP affects the environment and neighboring community. This environmental inventory section is not intended to satisfy environmental clearance requirements outlined in FAA Order 1050.1F, Environmental Impacts and Procedures, nor is it intended to fulfill requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). It does provide a baseline condition of environmental resources that are known to occur on or near the terminal area. The intent is to provide an understanding of the potential for environmental impacts associated with airport development alternatives and to consider avoidance and minimization of potential impacts throughout the terminal area planning process.

Air Quality

Air quality analysis for federally funded projects must be prepared in accordance with applicable air quality statutes and regulations, including the Clean Air Act of 1970, the 1977 Clean Air Act Amendments, the 1990 Clean Air Act Amendments, and the National Ambient Air Quality Standards (NAAQS). The air pollutants of concern in the assessment of impacts from airport related sources include six “criteria pollutants”; carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM-10 and PM-2.5), and sulfur dioxide (SO₂). Regions are designated as “attainment,” “nonattainment,” and “maintenance” by the EPA based on the status relative to the NAAQS. Attainment refers to geographic areas that meet the NAAQS, while nonattainment refers to areas that do not meet the NAAQS. Maintenance areas refer to geographic areas that were once nonattainment but have recently achieved compliance with NAAQS.

Short-term air quality impacts may be expected from heavy equipment pollutant emissions, fugitive dust (small mineral particles from soil) resulting from the movement of earth for cut and fill, any open burning that may occur on the Airport, and the operation of concrete batch plants. Contractors would be required to comply with all local, state, and federal air quality regulations, especially the procedures contained in the Federal Aviation Administration’s Advisory Circular (AC) 150/5370-10A, Standards for Specifying Construction of Airports, which is the FAA guidance to airport sponsors concerning protection of the environment during terminal area construction projects.

Ambient air quality is measured and collected at monitoring stations geographically located within the various air basins throughout Southern California. The City of Palm Springs is generally impacted by air contaminants within the geographical boundaries of the South Coast Air Basin (SoCAB), which comprises all of Orange County and the non-desert portions of the counties of San Bernardino, Riverside, and Los Angeles and the Riverside County portion of the Salton Sea Air Basin (SSAB).

The City of Palm Springs is in the nonattainment area for ozone and particulate matter levels exceed federal and/or state established ambient air quality standards. Ozone is primarily produced from vehicular activity. For the Airport, the level of ozone emitted may be reduced by encouraging the use of mass transit, walking, shuttle services, and other alternative-fuel vehicles. The City is also in a nonattainment status for particulate matter due to its sitting in the Coachella Valley Association of Governments (CVAG) “Blows and Hazard Zone”.

Farmland

The Farmland Protection Policy Act (FPPA) regulates federal actions that may impact or convert farmland to a non-agricultural use. FPPA defines farmland as “prime or unique land as determined by the participating state or unit of local government and considered to be of statewide or local importance”. Per the Natural Resources Conservation Service (NRCS) Web Soil Survey, the Airport is located in an area designated as “Not Prime Farmland”.

Floodplains

Executive Order 11988, Floodplain Management requires federal agencies to “avoid to the extent possible the long-term and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative”.

The Flood Insurance Rate Map (FIRM) is an official map of a community on which the Federal Emergency Management Agency (FEMA) has delineated the Special Flood Hazard Areas (SFHAs), the Base Flood Elevations (BFEs) and the risk premium zones applicable to the community. An examination of the FIRM for PSP shows that the Airport and surrounding area are located approximately one mile west of the Whitewater River, the primary drainage channel which flows through the Coachella Valley watershed to the Salton Sea. A 100-year floodplain extends onto airport property along the Gene Autry Trail. The FBO Atlantic Aviation is located within the floodplain.

Hazardous Material, Pollution Prevention, and Solid Waste

Federal actions that pertain to the funding or approval of airport projects require the analysis of the potential for environmental impacts per the regulating laws. Furthermore, property listed or considered for the National Priority List (NPL) should be evaluated in relation to the Airport’s location. There are no known hazardous waste sites on airport property.

Construction activities can generate hazardous wastes and some construction materials constitute hazardous substances. These include fuel, oil, lubricants, paints, solvents, concrete-curing compounds, fertilizers, herbicides, and pesticides. Proper practices should be implemented to prevent or minimize the potential for these hazardous substances to be released into the environment. Chemicals, petroleum-based products, and waste materials, including solid and liquid waste, should be stored in areas specifically designed to prevent discharge into storm water runoff. Areas used for storage of toxic materials should be designed with full enclosure in mind, such as the establishment of a dike around the perimeter of the storage area. Construction equipment maintenance should be performed in a designated area and control measures, such as drip pans to contain petroleum products, should be implemented. Spills should be cleaned up immediately and disposed of properly.

Historic, Architectural, Archeological, and Cultural Resources

Historical, architectural, archaeological, and cultural resources encompass a range of sites, properties, and physical resources associated with human activities, society, and cultural institutions. Federal law requires project sponsors who require federal funds or approvals to consider how their proposed projects would affect historic properties. In accordance with NEPA and Section 106 of the National Historic Preservation Act (NHPA), the FAA is the lead agency for identifying the potential impacts of a proposed project on these resources and consulting with the federally recognized tribes, the State Historic Preservation Office (SHPO), and other agencies, as necessary.

According to the National Park Service’s National Register of Historic Places (NRHP), the Palm Springs Municipal Terminal is listed as a NRHP property. There are three NRHP listed properties in the vicinity of the Airport: Palm Springs City Hall (0.3 miles west), Palm Springs Desert Museum (0.1 east), Palm Springs Tramway Valley Station (9.0 miles west), and Palm Springs Unified School District Educational Administrative Center (0.2 miles east).

Character defining elements of the entire terminal building include the interior elements of the lobby, original natural rock walls, and landscape features that are confined within the central core and four wings of the building. There is a site that contains two-diamond shaped lawns, four tree islands, a fountain, and original parking areas. These elements contribute to retaining the historical integrity and significance of the terminal at PSP by meeting the criteria in Sections A and C of the National Register.

Threatened and Endangered Species

The Endangered Species Act, as Amended, requires each federal agency to ensure that any action authorized, funded, or carried out by such agency is not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of habitat of such species. According to the U.S. Department of the Interior Fish and Wildlife Service (USFWS), Information for Planning and Consultation (IPaC) website, there are several threatened and endangered species that may occur in proximity to the Airport; however, due to the active nature of the terminal area, lack of standing water, and proximity to active aircraft, it is unlikely that these species exist in the terminal area. The Peninsular Bighorn Sheep (*Ovis Canadensis Nelsoni*) – Endangered, Least Bell’s Vireo (*Vireo Bellii Pusillus*) – Endangered, and Southwestern Willow Flycatcher (*Empidonax Traillii Extimus*) – Endangered are animal species that have the potential to be found in the airport vicinity. The Coachella Valley Fringe-toed Lizard (*Uma Inornata*) – Threatened, Desert Tortoise (*Gopherus Agassizii*) – Threatened, and Mountain Yellow-legged Frog (*Rana Muscosa*) – Endangered are the potential reptiles and amphibians that could be found within the airport vicinity. The Monarch Butterfly (*Danaus plexippus* – Candidate) is an insect that has potential to occur in the terminal area. There are no critical habitats in the terminal area. In general, the PSP property does not provide suitable habitat for any potential threatened or endangered species.

Section 4(f) Property

According to Section 4(f) of the Department of Transportation Act (recodified as 49 USC, Subtitle I, Section 303), no publicly owned park, recreation area, wildlife or waterfowl refuge, or land of historic site that is of national, state, or local significance shall be used, acquired, or affected by programs or projects requiring federal assistance for implementation unless there is no feasible or prudent alternative. The closest 4(f) properties include numerous parks and NRHP listed properties in the City of Palm Springs.

Water Quality

The Clean Water Act establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. Water quality considerations related to airport development often include increased surface runoff and erosion, and pollution from fuel, oil, solvents, and deicing fluids.

Due to the desert environment in Palm Springs, managing water demand is essential. Groundwater demand today exceeds the amount of water that is recharged from surface run-off from the surrounding mountains and inflow from the Whitewater River. However, through a contract with the Metropolitan Water District of Southern California (MWD), additional water is obtained from the Colorado River. Water demand strategies to consider may include recycling stormwater.

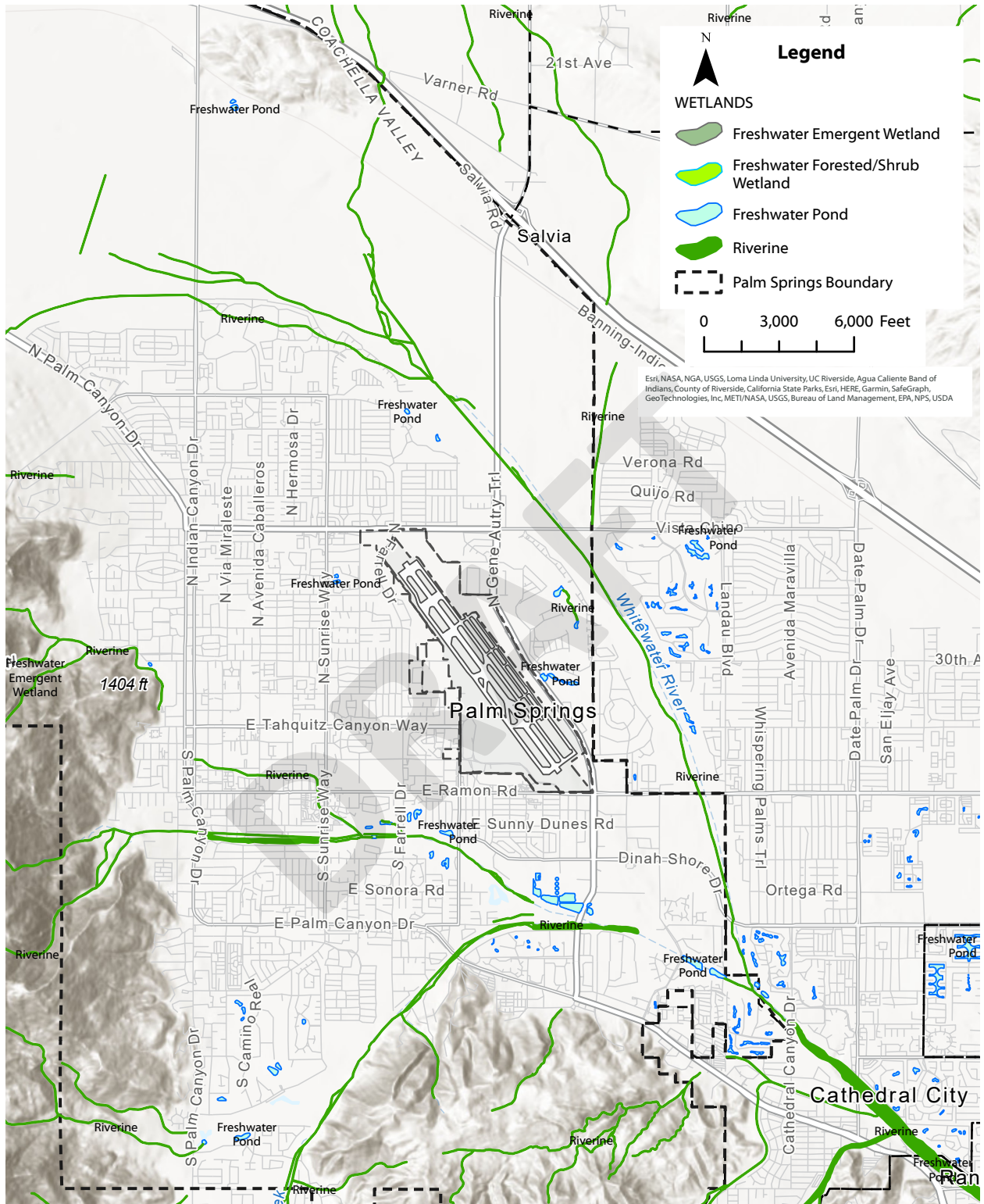
Stormwater runoff generally flows to the southeast, toward the intersection of Gene Autry Trail and Ramon Road before flowing east to the Whitewater River via a storm drain. Although storms are infrequent at Palm Springs, when the top water in the vicinity of the Airport is disturbed, surface water drainage is likely to cause erosion to unprotected areas, impacting surface water quality.

Wetlands

The Clean Water Act (CWA) defines wetlands as “areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.” Wetlands are typically found in swamps, marshes, bogs, and similar areas. Federal regulations require that proposed actions avoid, to the greatest extent possible, long-term and short-term impacts to wetlands, including the destruction and altering of the functions and values of wetlands.

According to the National Wetlands Inventory (NWI) maps maintained by the U.S. Fish and Wildlife Service, there are no wetlands depicted on airport property, as illustrated in **Figure 1-14**.

Figure 1-14: Wetlands



SUMMARY

The goal of this chapter is to provide background information pertaining to the terminal area and terminal building at PSP. Information presented in this chapter will be referenced in later chapters. The next steps in the airport master planning process are assessing the aviation activity and demands expected to be placed on the facility over the 20-year planning period and evaluating the ability of existing facilities to accommodate this demand.

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