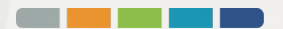


Working Group One

PSP Airport Master Plan

May 3rd, 2023



Agenda

- Introductions
- What the Master Plan is, is not, and why it's needed?
- Master Plan process and schedule and Working Group Role
- Working Paper One
 - ▶ Inventory
 - ▶ Forecasts
- Master Plan public outreach

Introductions

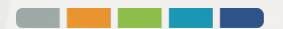
→ Mead & Hunt

- ▶ Ryan Hayes, Matt Nisbet, Justin Anderson, Gemma Gibbons

→ Specialty Subconsultants

- ▶ Katie Franco, Kim McNeil, Aviatrix
- ▶ Seven other specialty firms for boundary and aerial surveys, terminal programming/planning, vehicle parking, forecasts and financial, and environmental analysis

What? and Why?



What is an Airport Master Plan?

- **Decision-Making Tool to Guide Orderly Development of Future Airport Facilities**
 - ▶ Management and Operating Policies
 - ▶ Layout of Airport Facilities
 - ▶ Identifies Space for Future Airport Development
- **FAA Tool for Planning and Programming Purposes**
 - ▶ Airport Layout Plan (ALP)
 - ▶ Airport Capital Improvement Plan (ACIP)
- **Provides Input Related to CEQA and NEPA**
- **Provides Input to City/County Land Use Planning and Regional Transportation Planning**

What a Master Plan is NOT

- ➔ *Not a Business Plan*
- ➔ *Not a Marketing Plan*
- ➔ *Not a Noise Study*

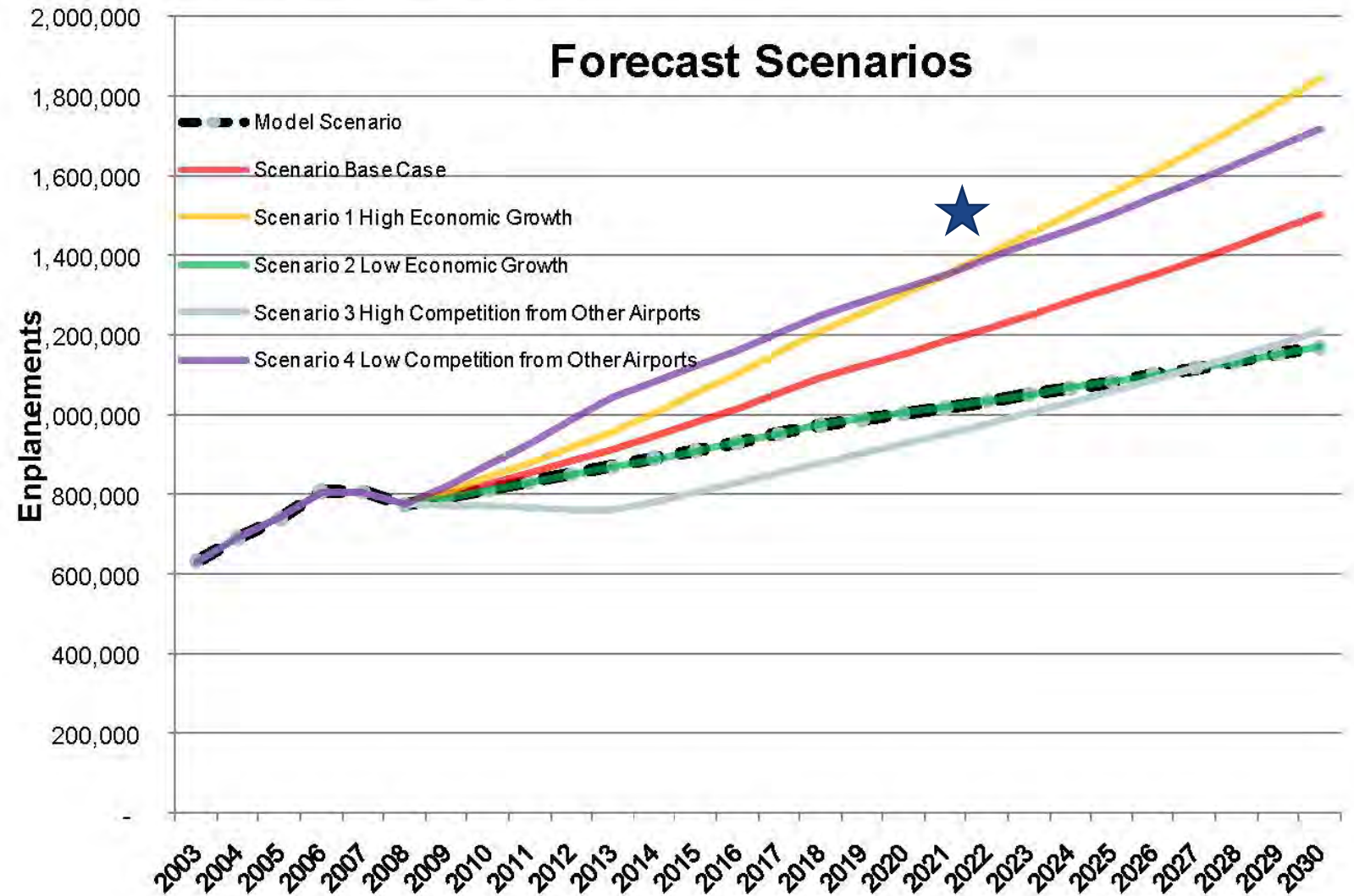
- ➔ A Master Plan is a Physical Development Plan for PSP that Reserves Space for Potentially Needed Facilities

Napkin mission

- ➔ PSP is 10-15 years behind the growth curve due lack of vision and this Master Plan will position PSP ahead of the growth curve.

Passenger Growth

Figure 6-1: Base Case and Forecast Scenarios



Passenger Experience



Key Planning Considerations

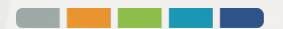
- ➔ Public and Stakeholder Outreach
- ➔ Air Service Analysis/Forecasts
- ➔ Data Collection/AGIS
- ➔ Terminal Space Programming and Alternatives
- ➔ Financial Implementation Analysis

Working Group

→ Role

- ▶ Review and comment on working papers. Serve as a sounding board for recommendations
- ▶ Attend up to six (6) master plan meetings/presentations
- ▶ Attend other meetings/events if interested

Process and Schedule

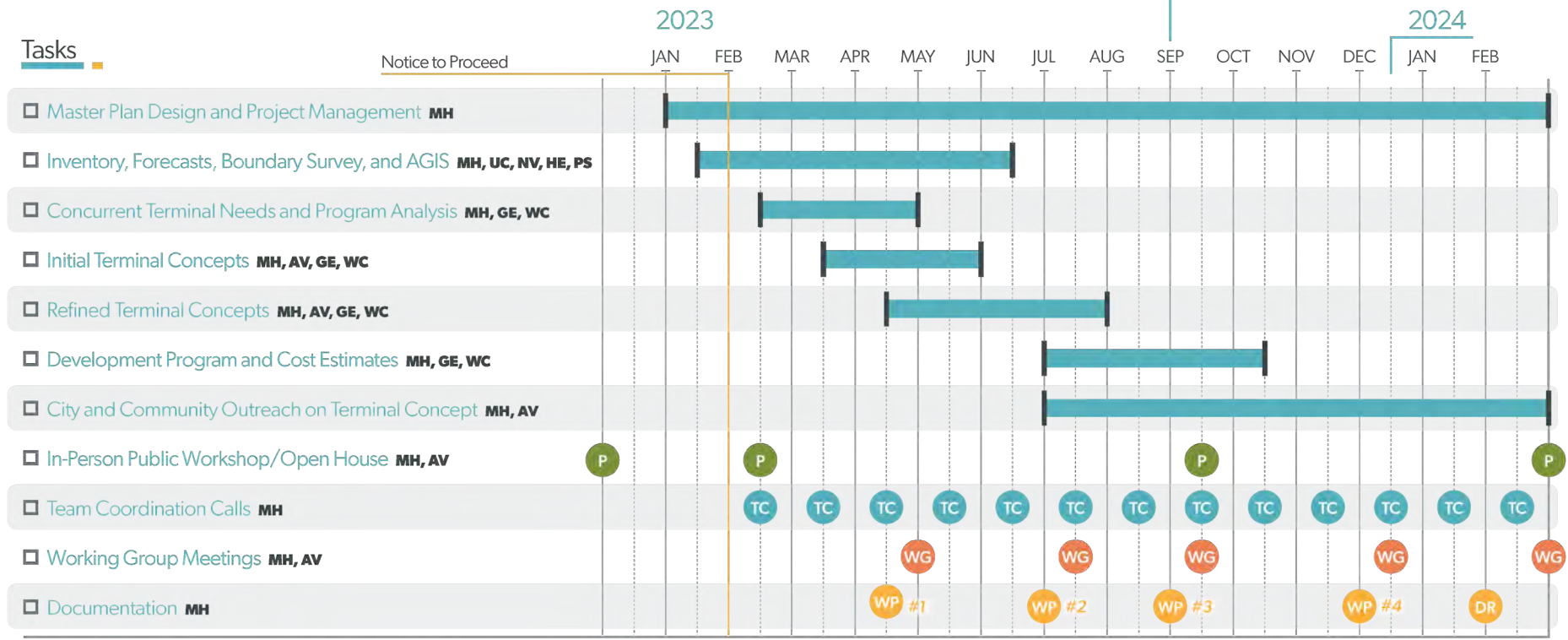


MASTER PLAN PROCESS



Working Group Meeting ■
 Public Open House ■





PROJECT TEAM

- MH** Mead & Hunt
- AV** Aviatrix
- GE** Gensler
- WC** Walker Consultants
- UC** Unison Consulting
- NV** NV5
- HE** Helix
- PS** Psomas

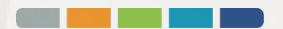
SCHEDULE LEGEND

- Time Frame
- WP Working Papers
- P Public Workshop/Open House
- TC Team Coordination Call
- DR Draft Report
- WG Working Group Meeting

Updated: May 2023



Working Paper One Terminal Inventory



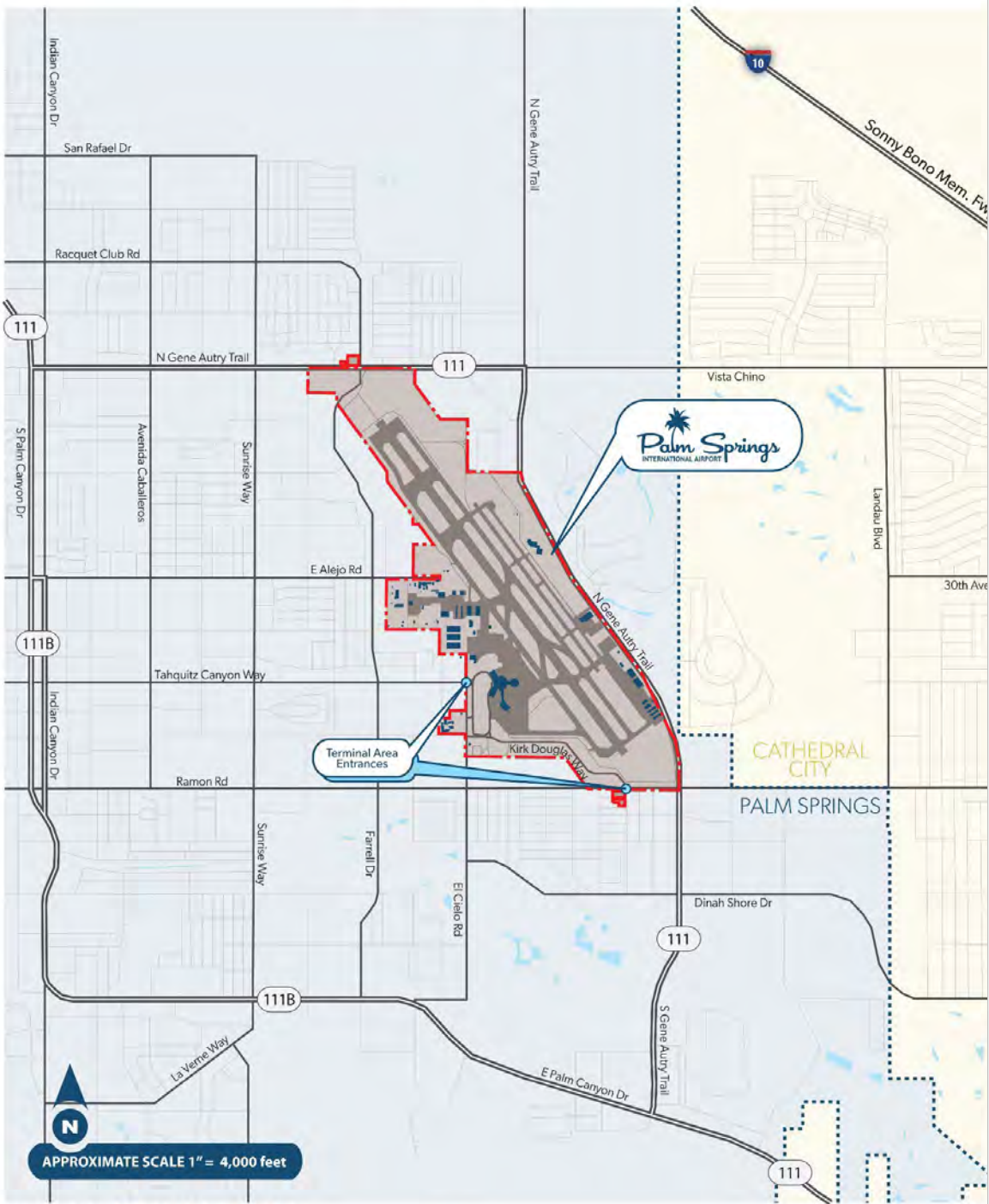
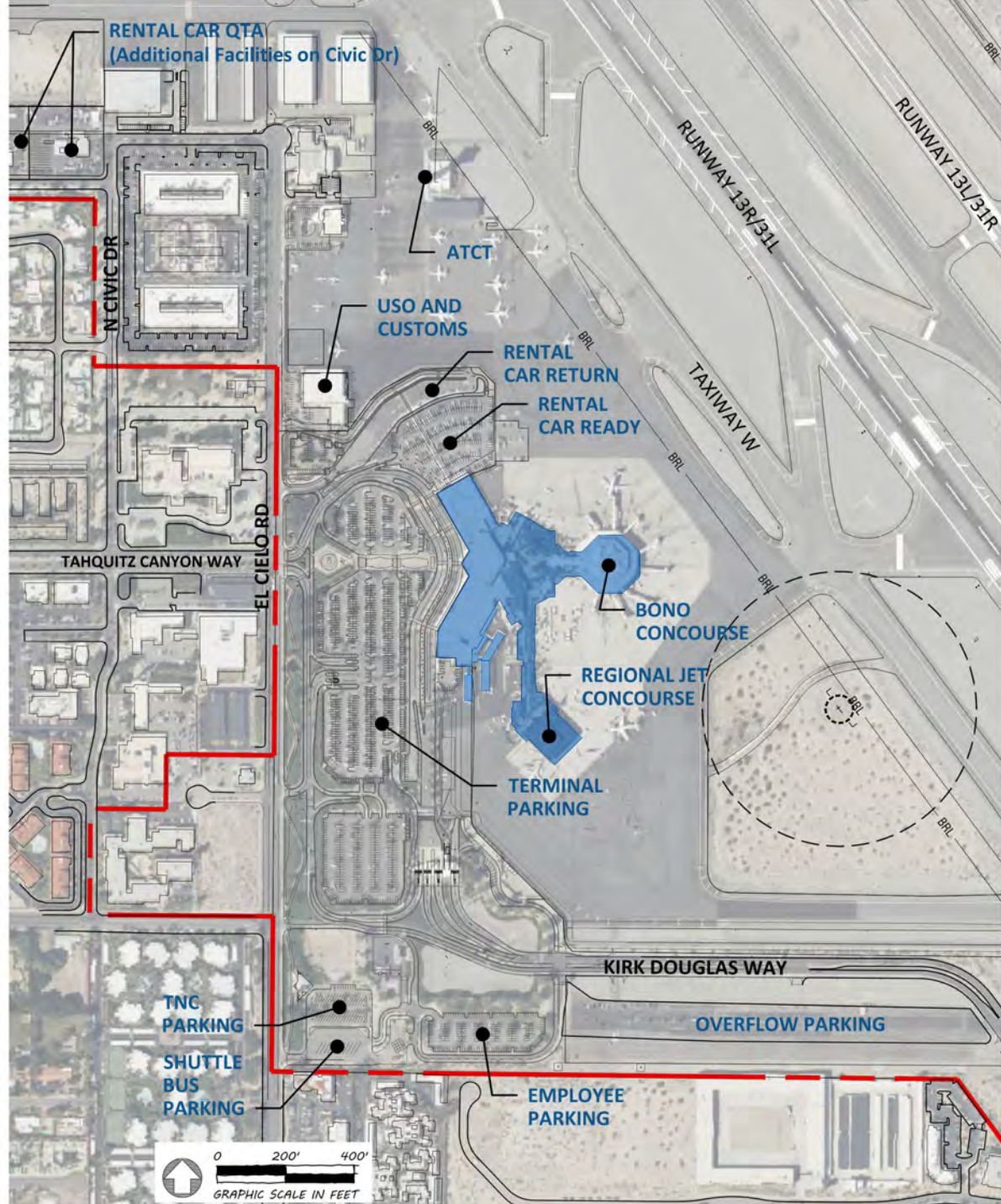


Figure 1-2: Airport Vicinity Map



Historic 1966 Donald Wexler Terminal Building and Concourses

➔ First Floor

▶ 242k SF

➔ Second Floor

▶ 46k SF

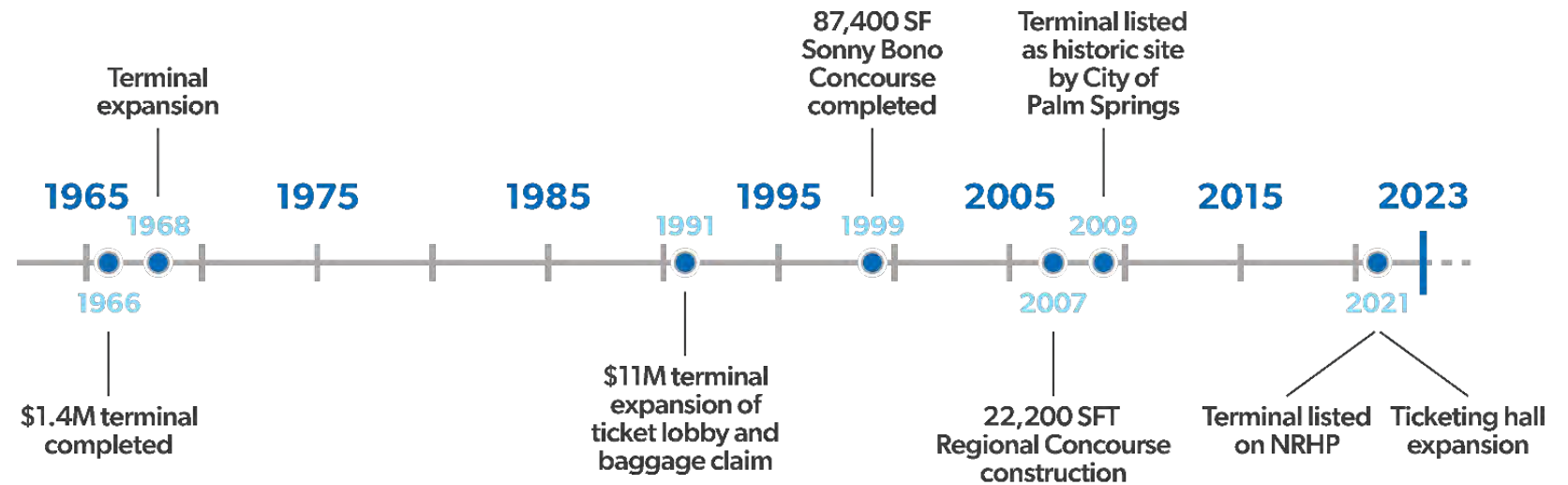
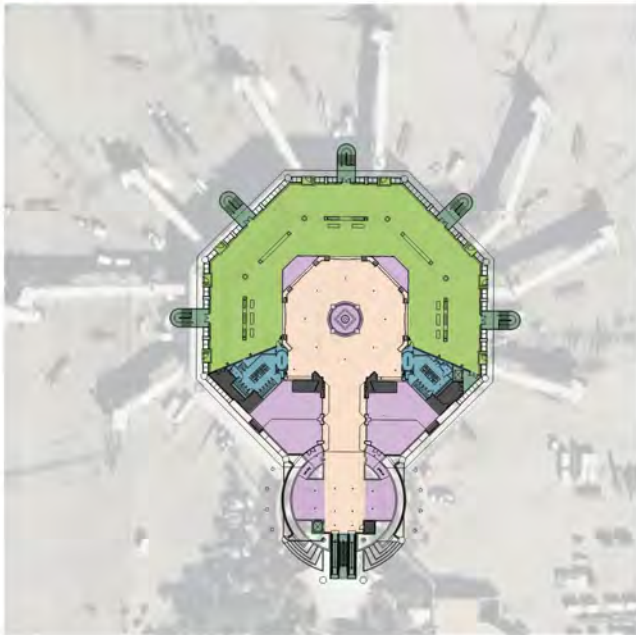
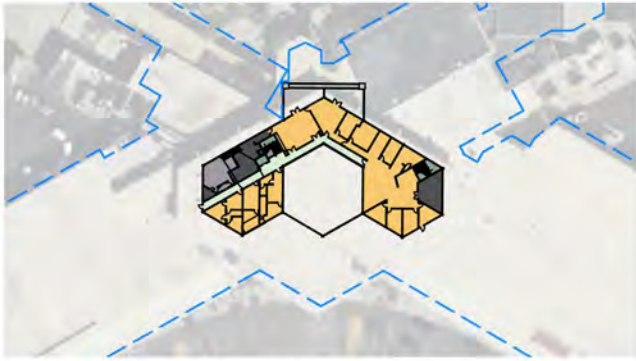


Figure 1-5: Passenger Terminal Complex

- 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

- Enplaning Passengers
- Deplaning Passengers
- Traffic Flow



Aircraft Gates

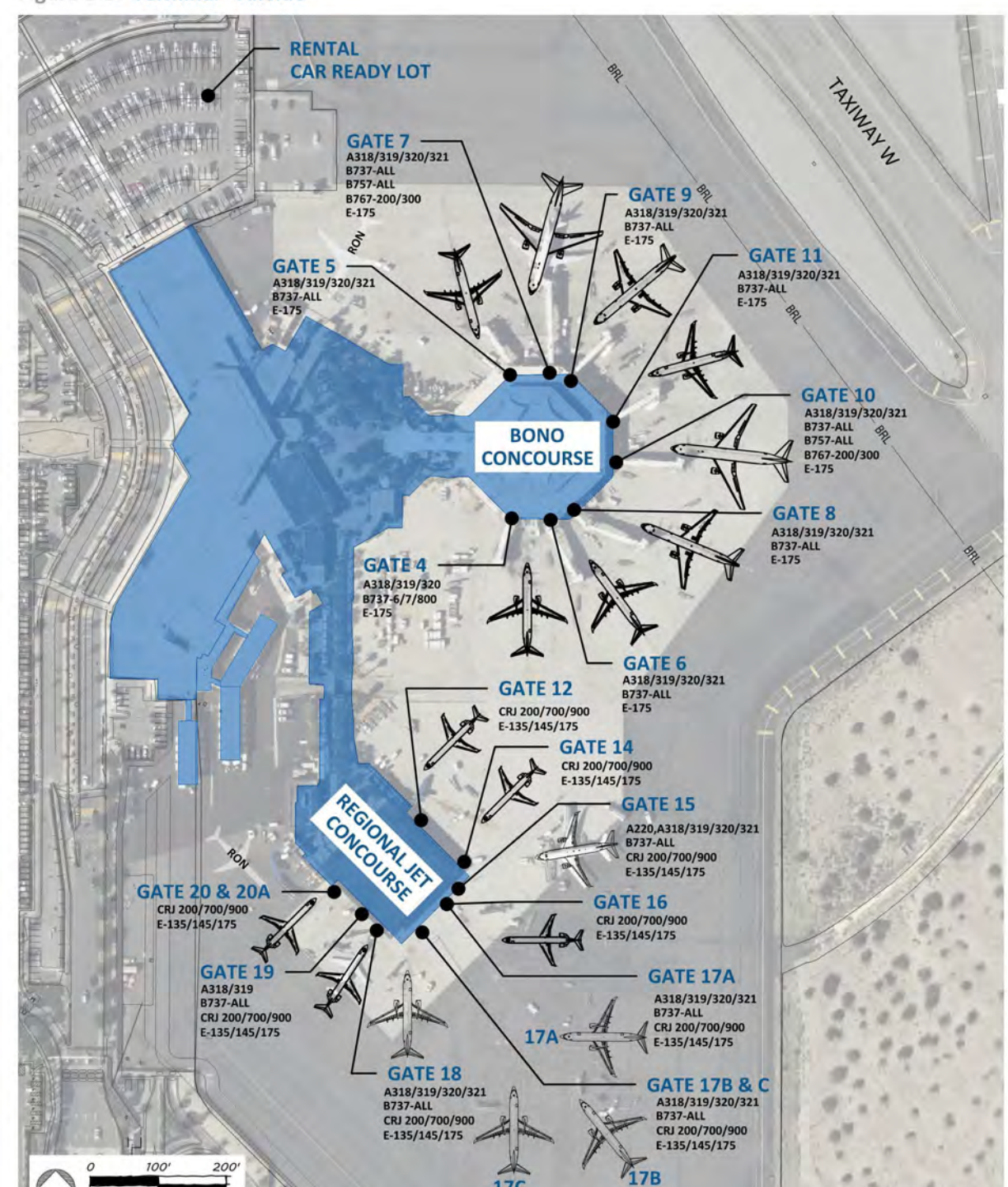


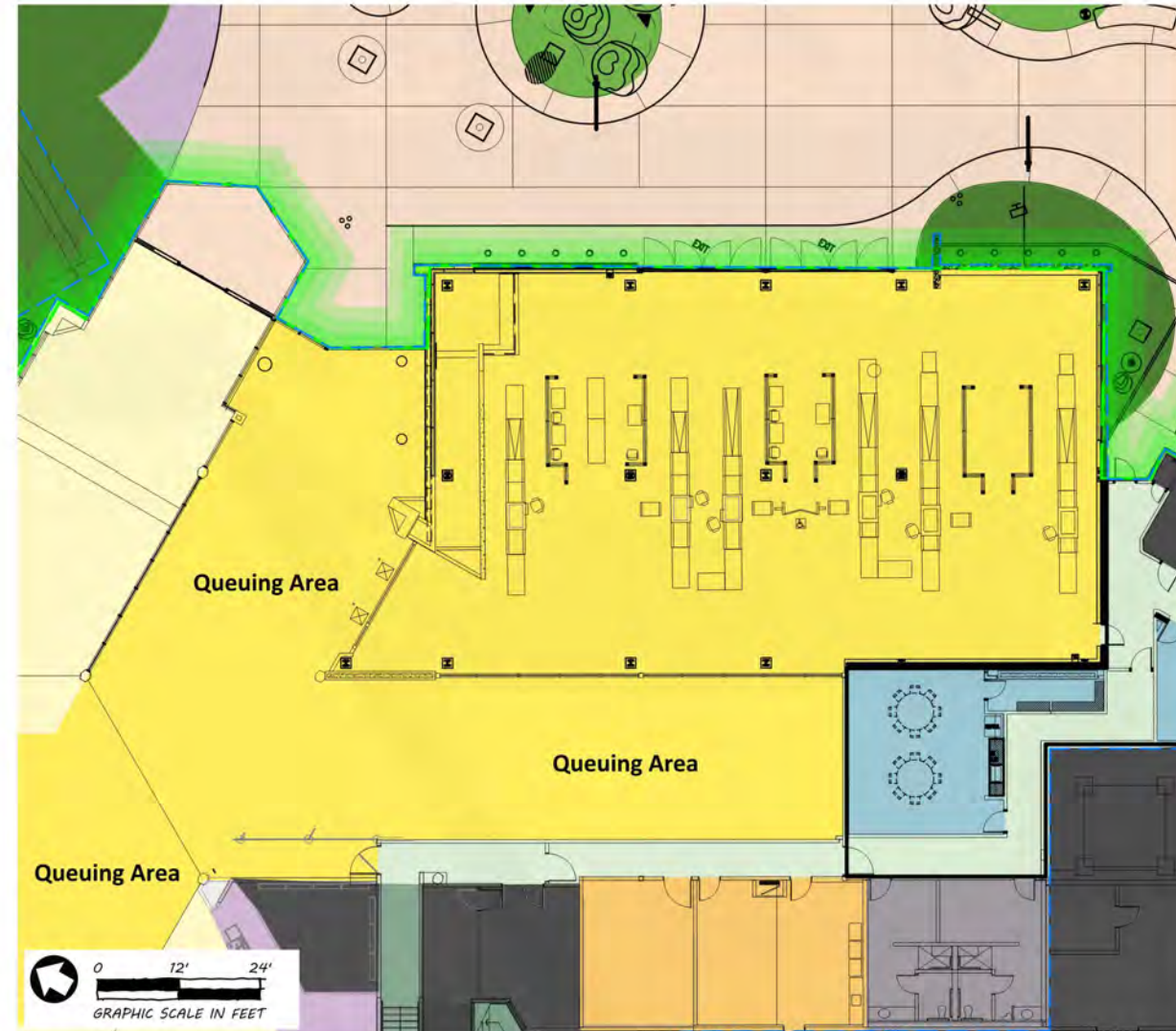
Figure 1-9: Airline Ticketing and Offices



Security 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 | |



Regional Jet Concourse

Legend

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

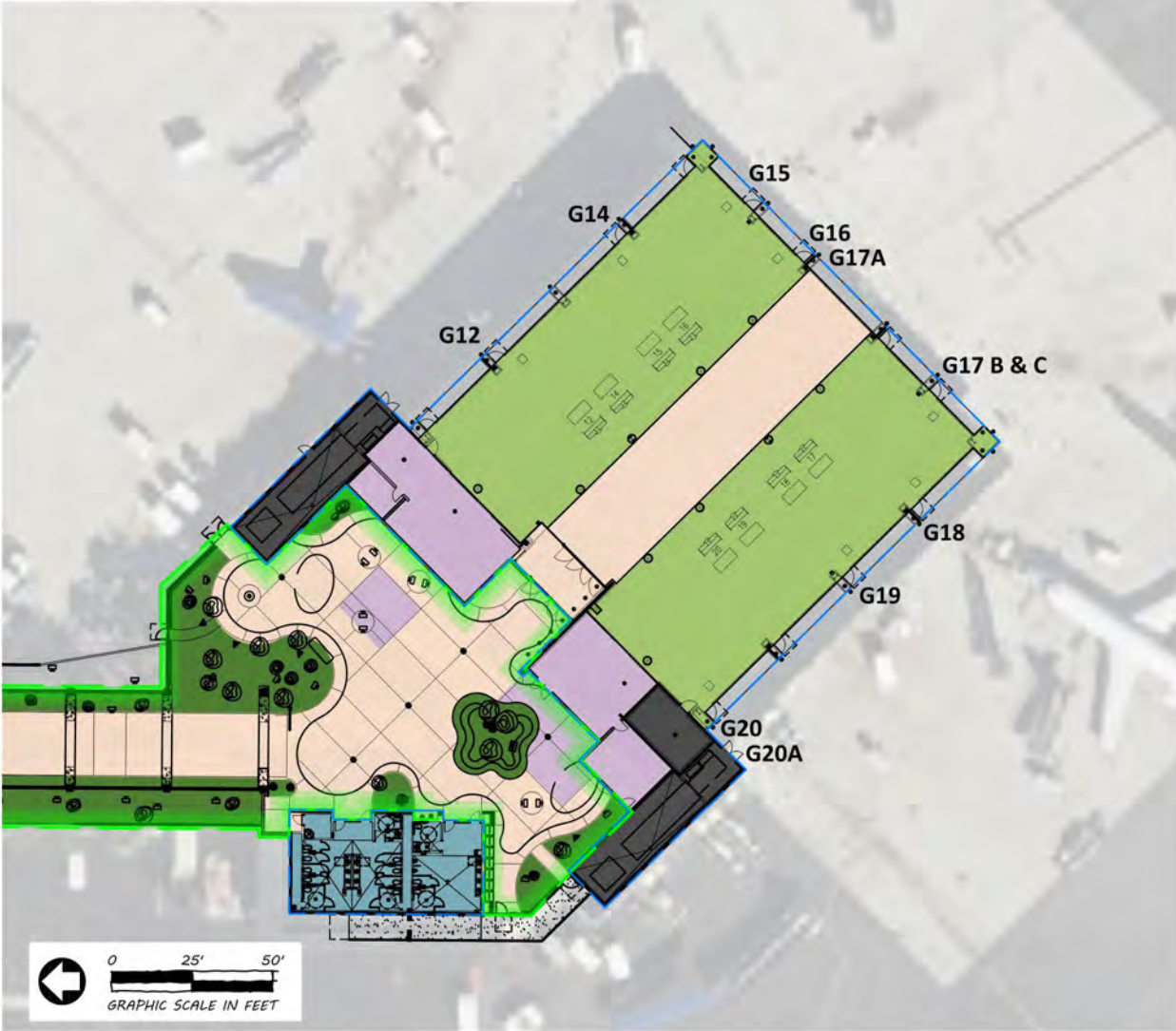
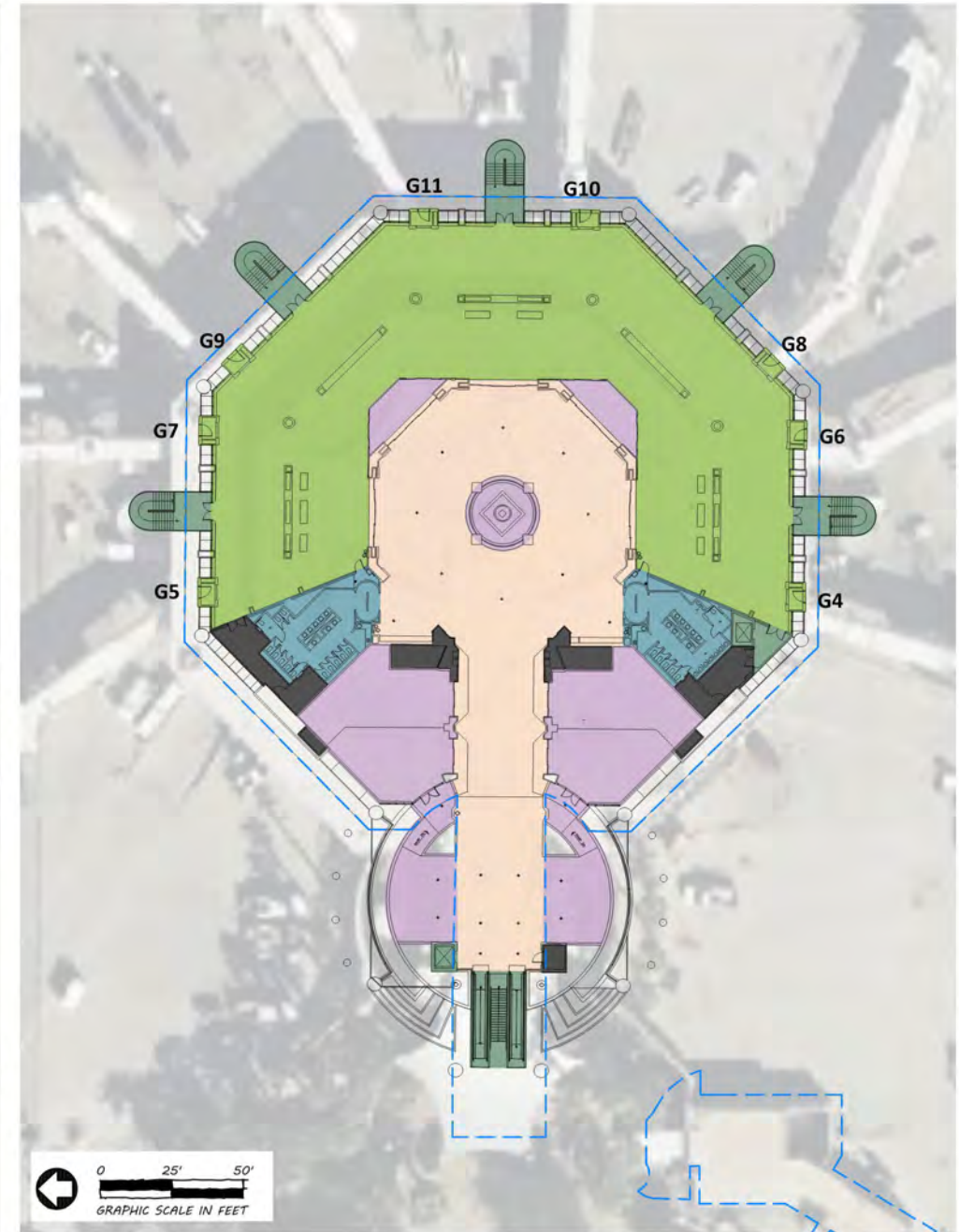
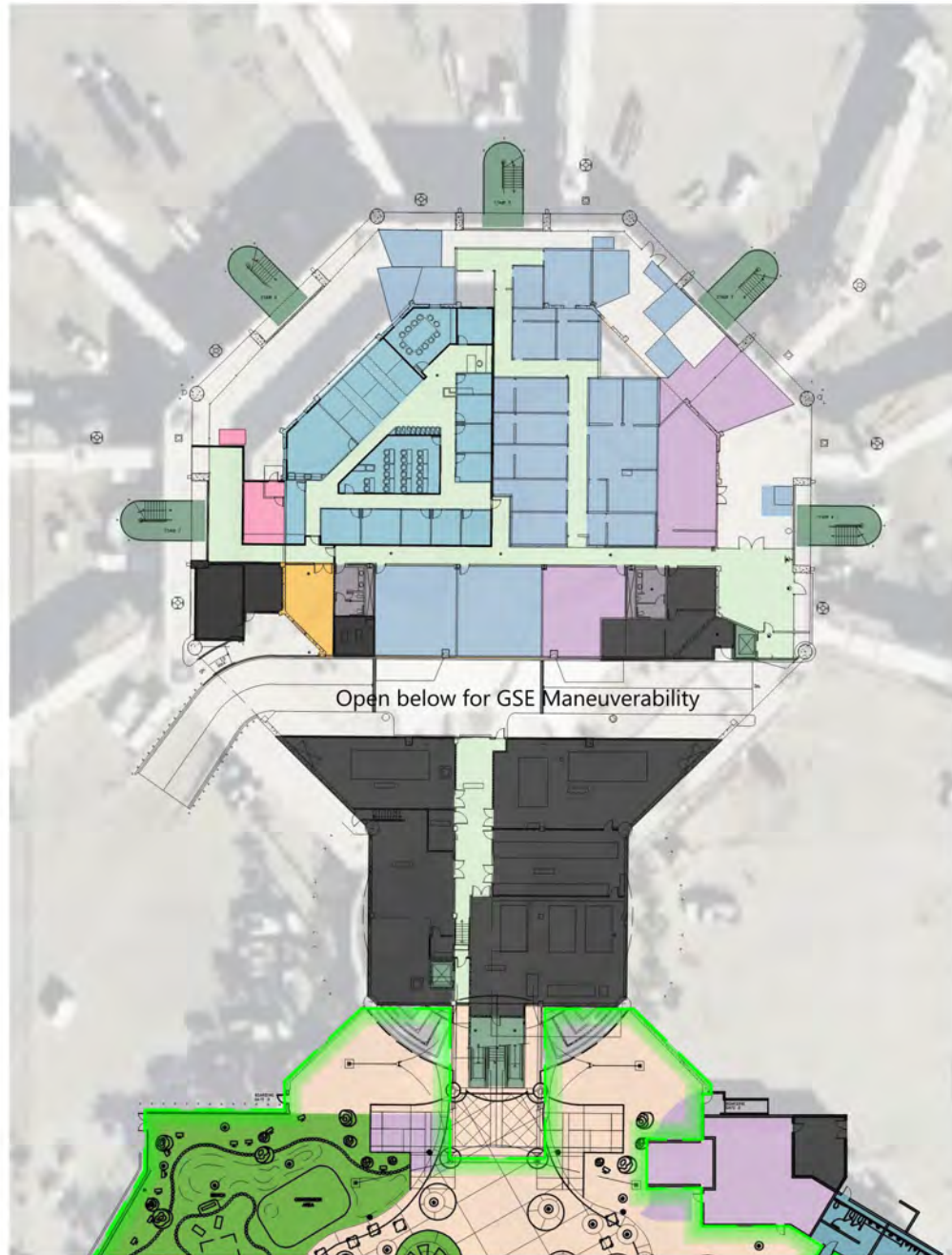


Figure 1-12: Sonny Bono Concourse

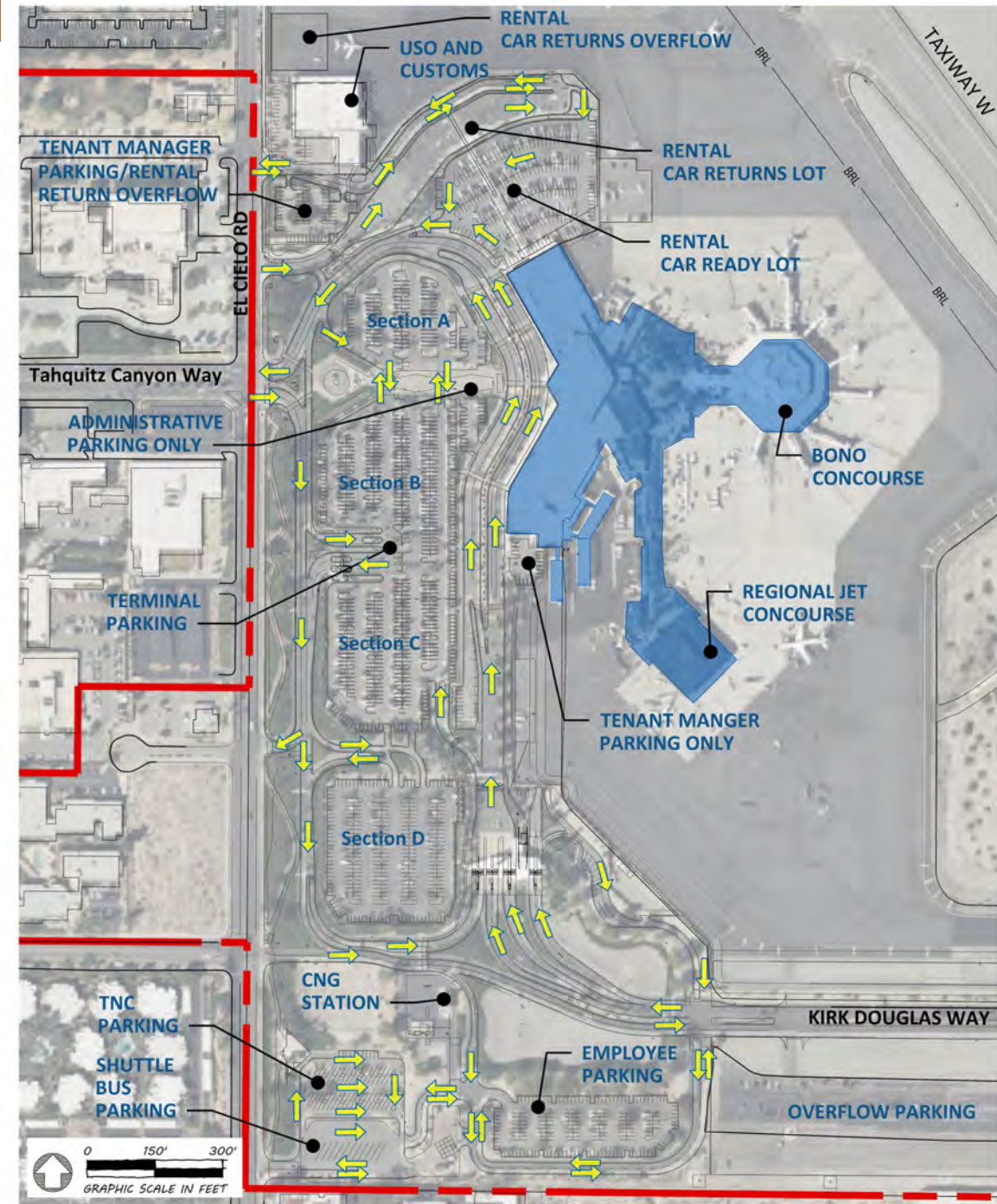
Legend

- Public Restrooms
- Non-Public Restrooms
- Non-Public Circulation
- Secure Circulation
- Vertical Circulation
- Departure Lounge
- Concessions
- Airport Administrative
- Outdoor Airport Amenities
- Building Systems
- TSA Offices
- Airline Operations Offices
- Roof Above
- Outdoor Spaces



Parking and Circulation

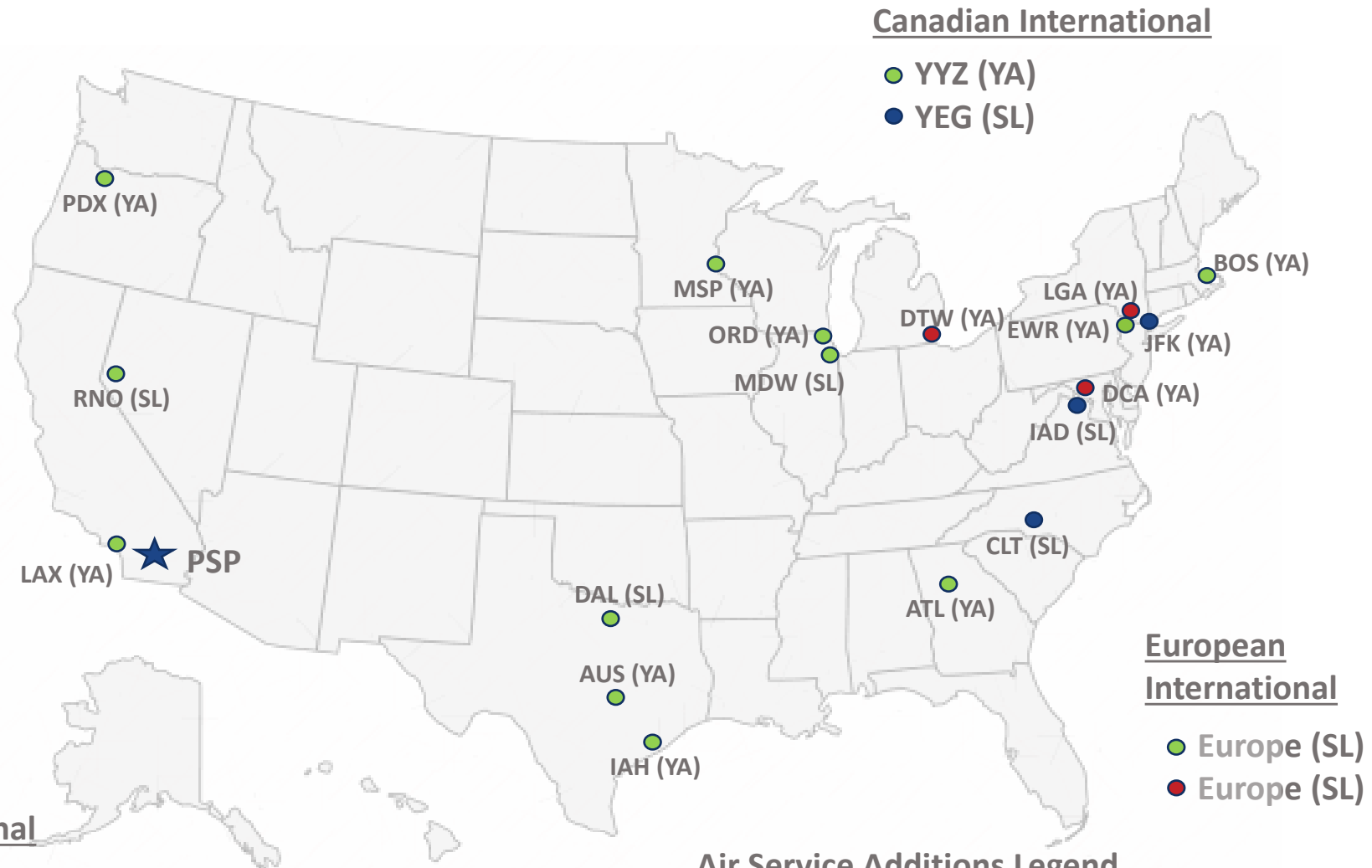
Figure 1-13: Vehicle Parking and Circulation



Working Paper One Forecasts



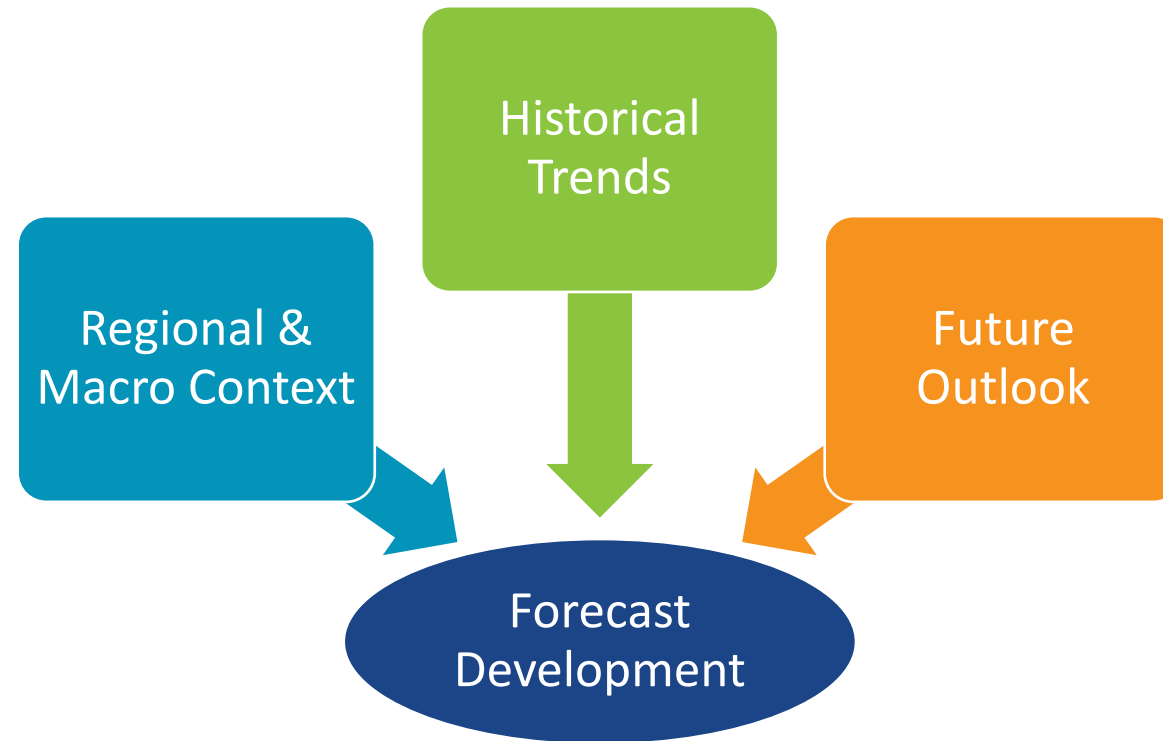
PSP Air Service Assumptions



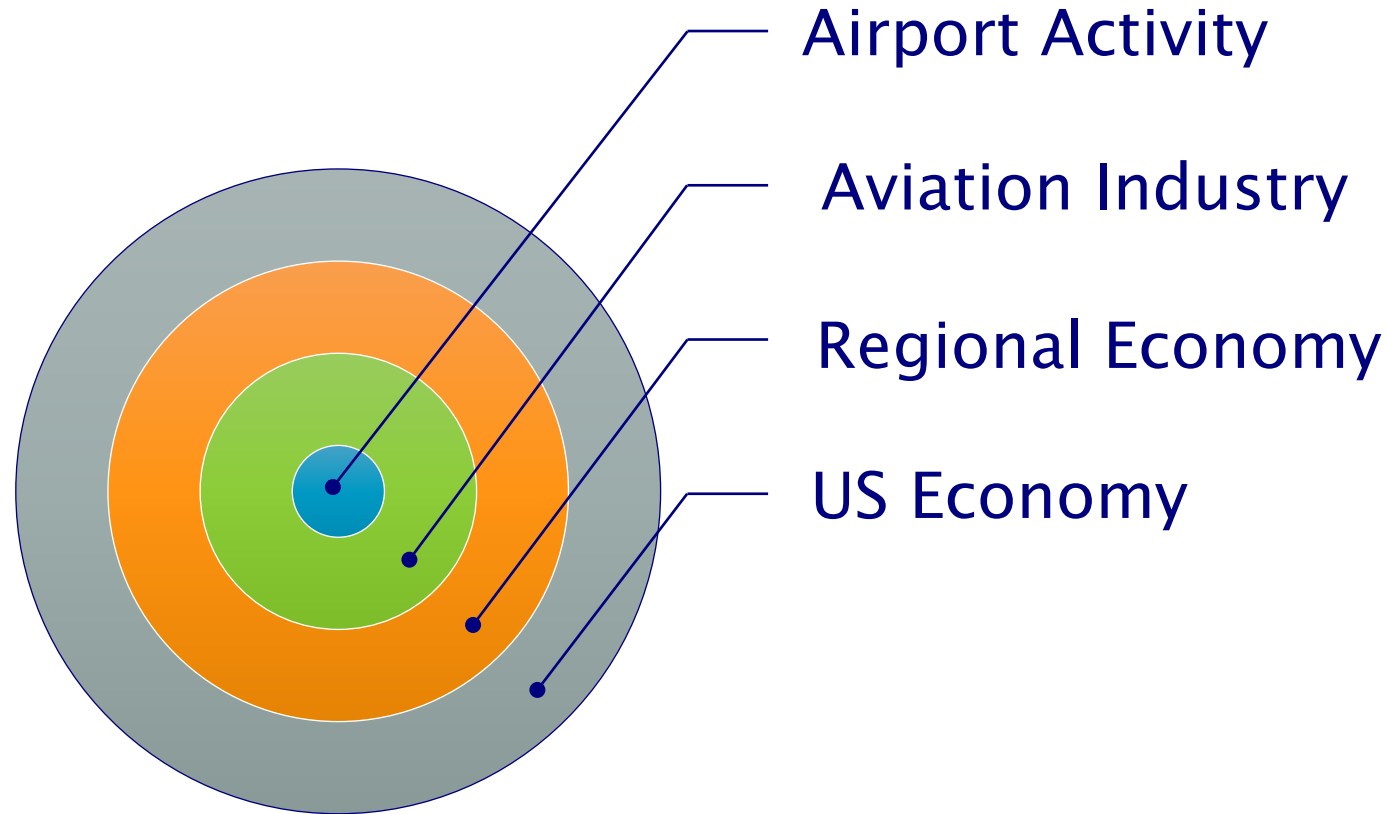
Master Plan Forecast Scope

Aviation Activity	Measures	Relevant Detail for Planning
Commercial Passenger Aviation	<ul style="list-style-type: none">• Enplanements• Aircraft operations	<ul style="list-style-type: none">• By airline• By equipment (fleet mix)• Operating profiles (monthly and time-of-day distribution, peak period, and DDFS)
Noncommercial Aviation	<ul style="list-style-type: none">• Aircraft operations• Based aircraft	<ul style="list-style-type: none">• By type of operations: air taxi, GA, and military

Comprehensive Process



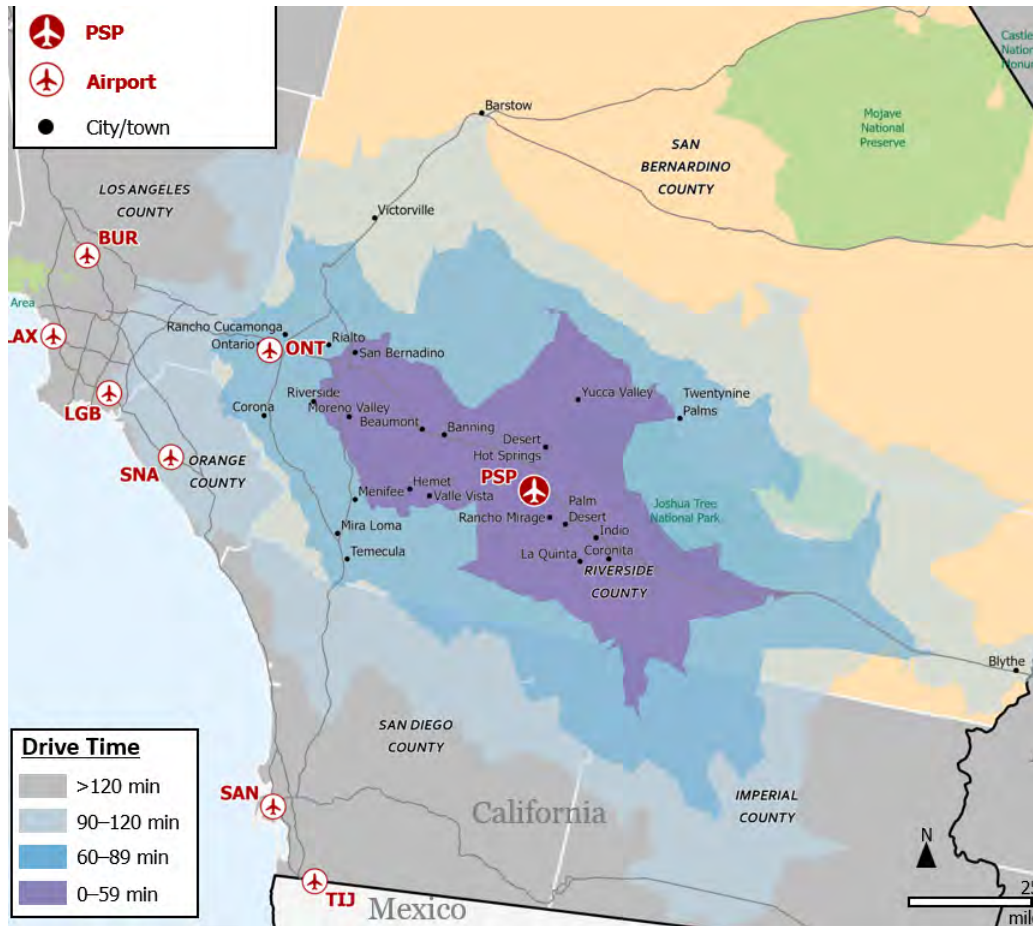
Airport Business Environment



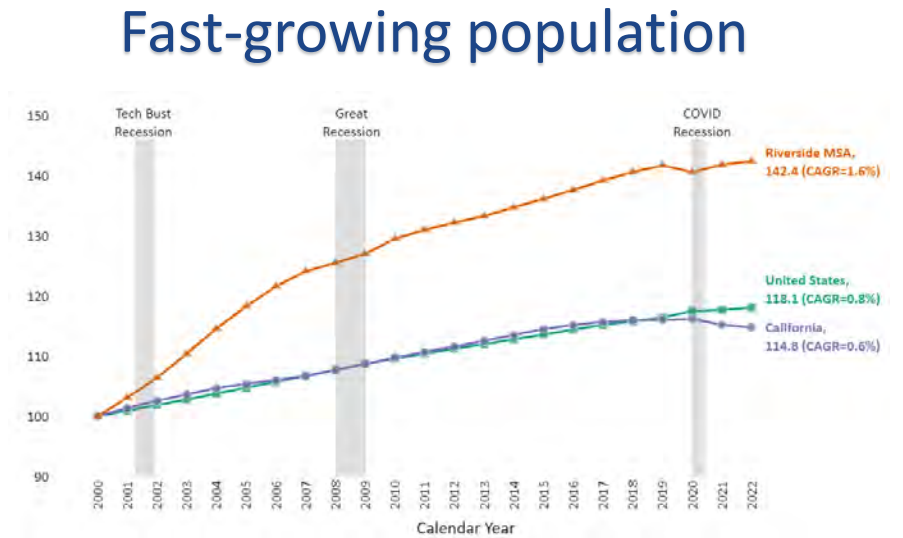
Pandemic in the Rear View



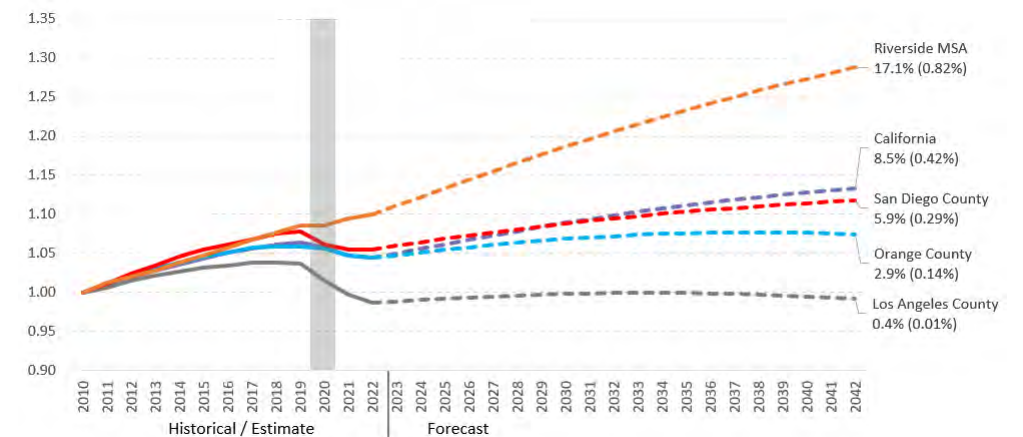
PSP Region: Riverside-San Bernardino MSA



Population Index (2000=100), 2000-2022

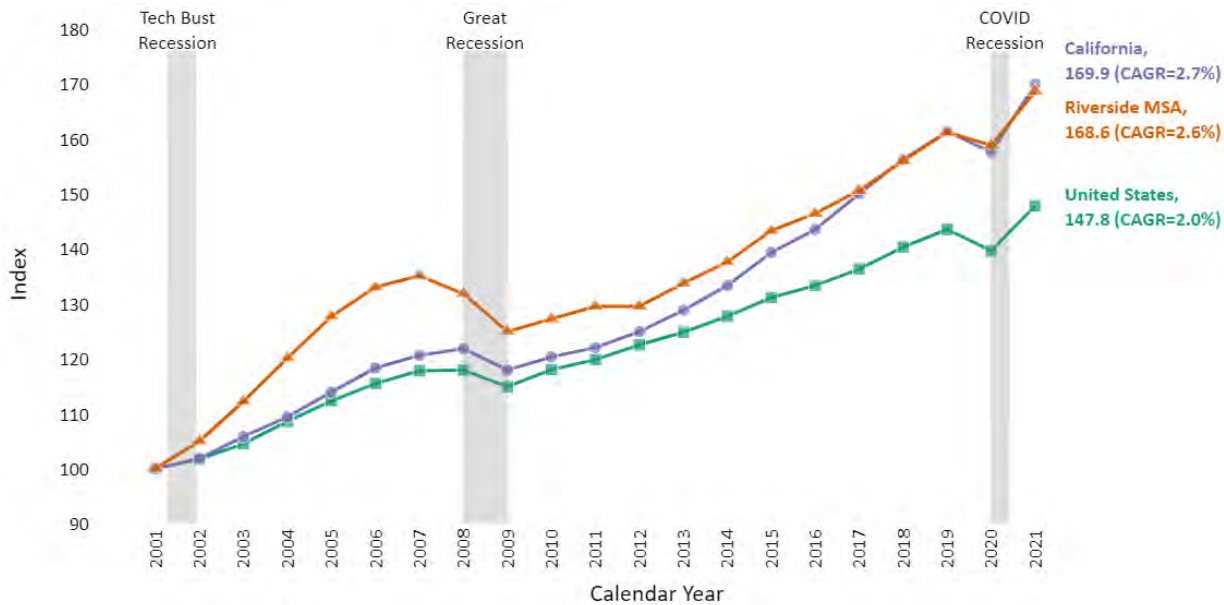


Population Index (2010=1.00), 2010-2042

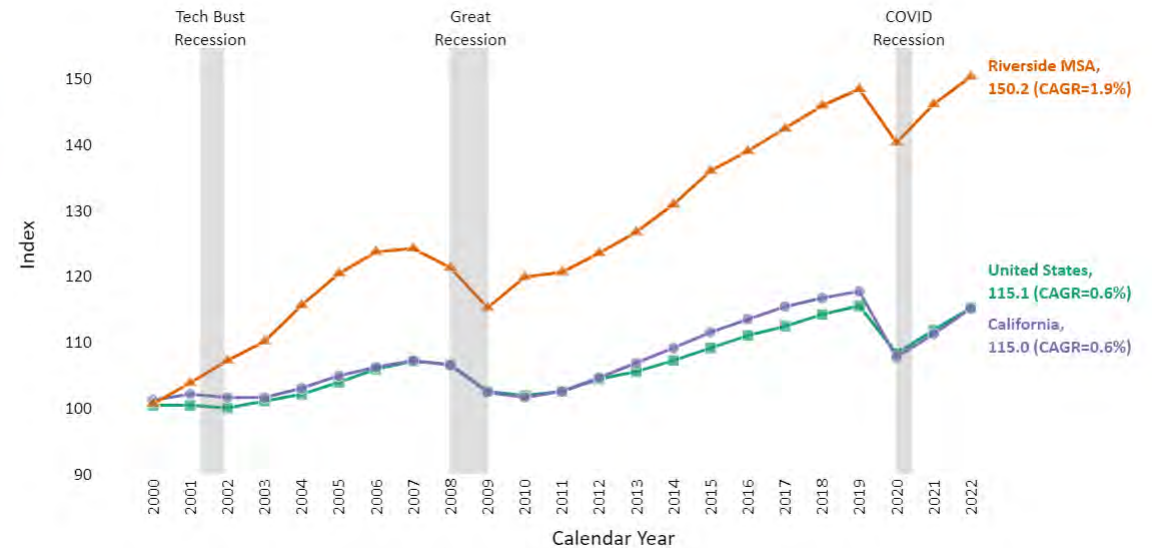


PSP Region: Riverside-San Bernardino MSA

Outpaces US GDP Growth



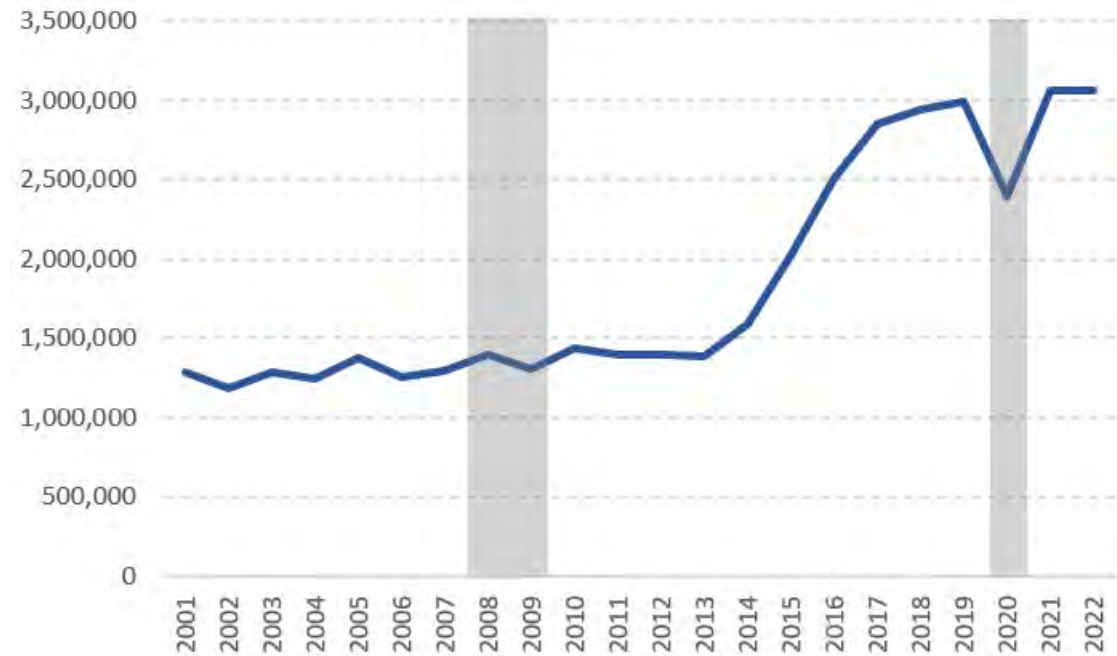
Outpaces US Employment Growth



Robust Tourism

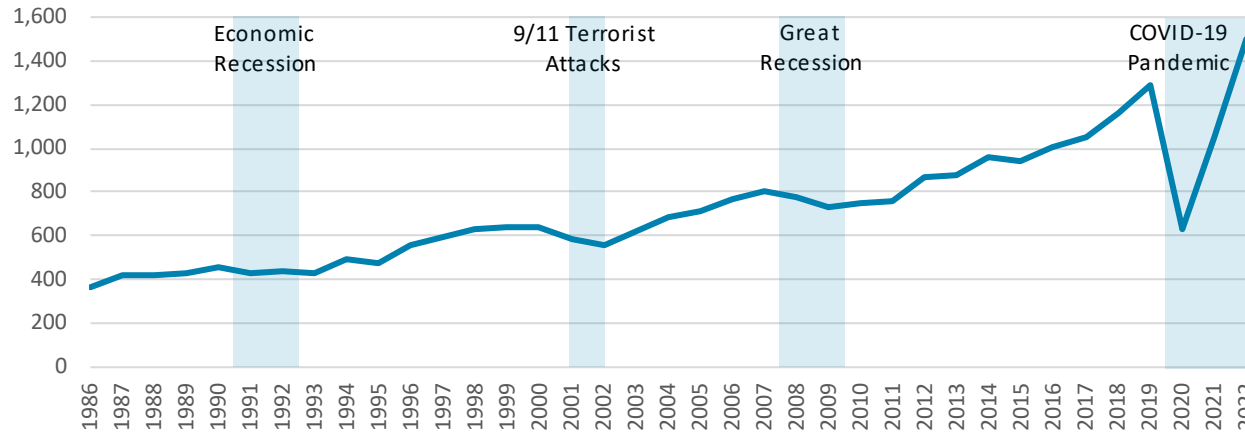
- ➔ PSP is a gateway to Joshua Tree National Park
- ➔ Palm Springs draw visitors across the country and Canada

Joshua Tree National Park Visitors



PSP's Fast-Growing Enplanements

Annual Enplanements at PSP (1,000s)

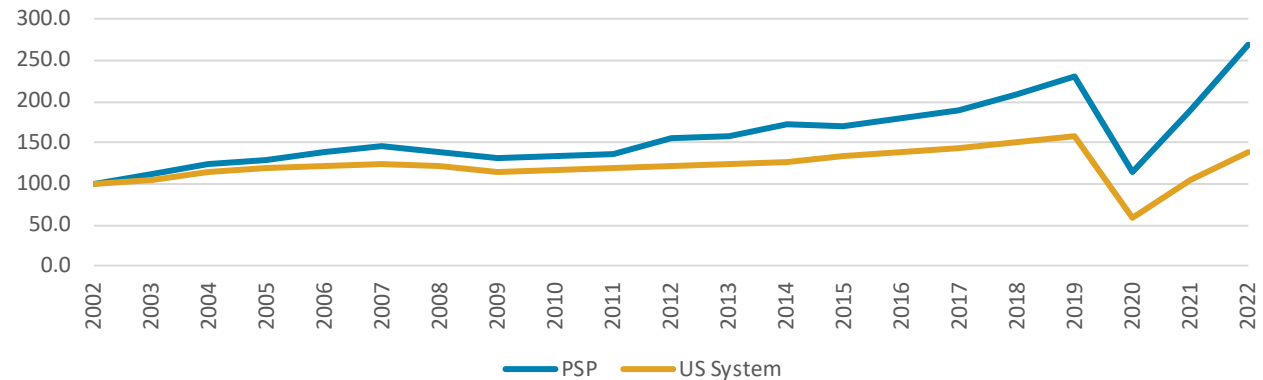


← PSP Annual Enplanements (1,000s), 1986-2022

PSP vs US Enplanement Growth (2002=100), 2002-2022

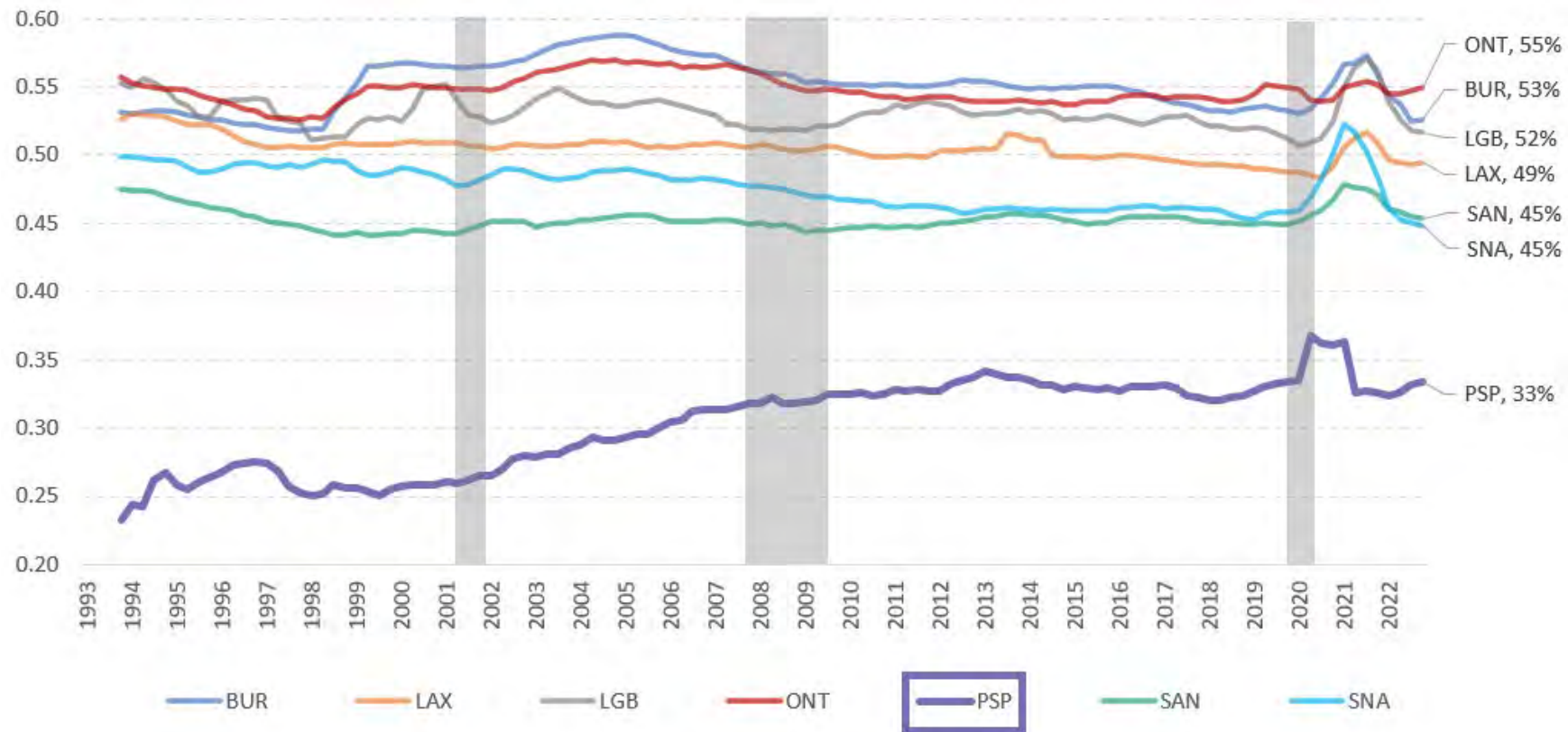


Annual Growth Index (2002 = 100)

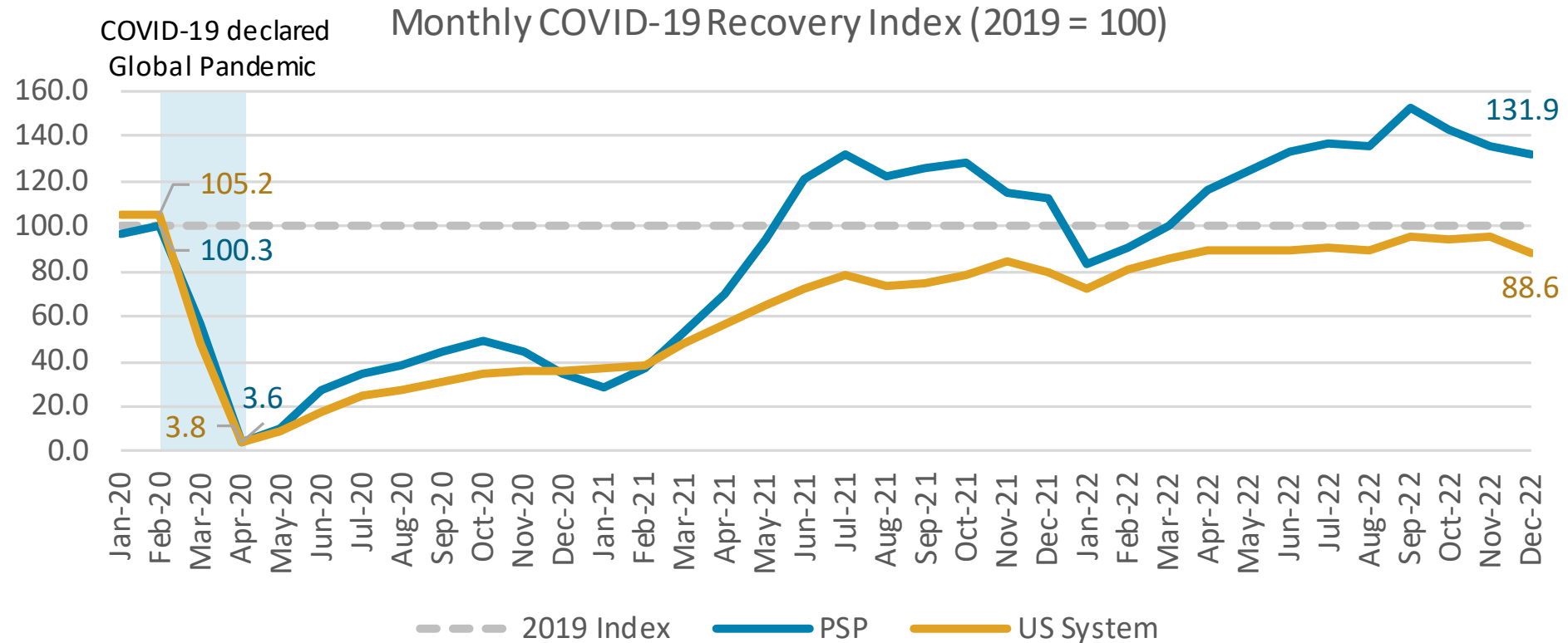


PSP's Growing Share of SoCal Enplanements

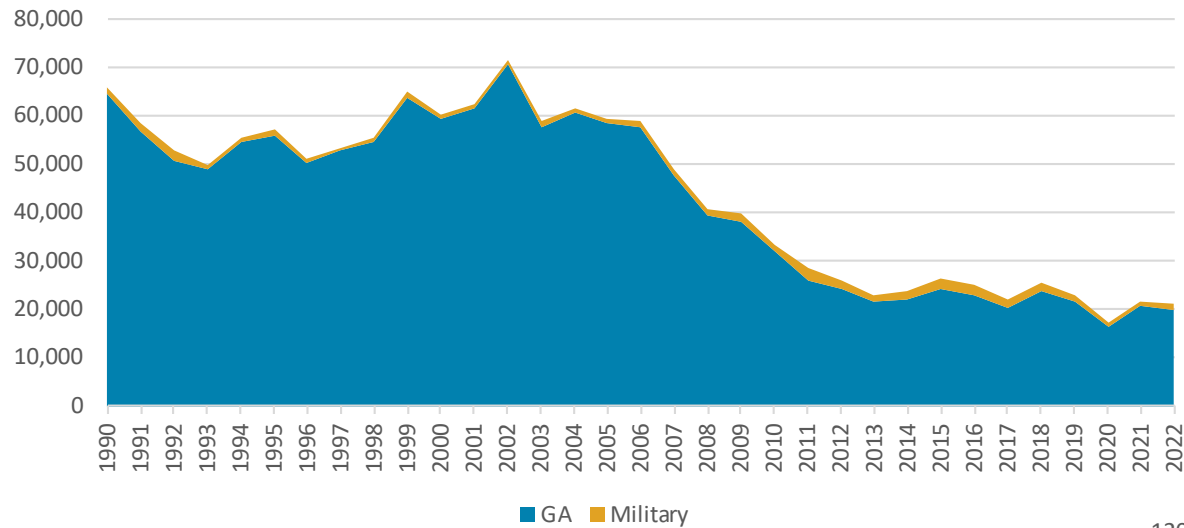
% of Enplanements Originating at Airport (4-Qtr MA)



PSP Outpaced US Traffic Recovery from COVID

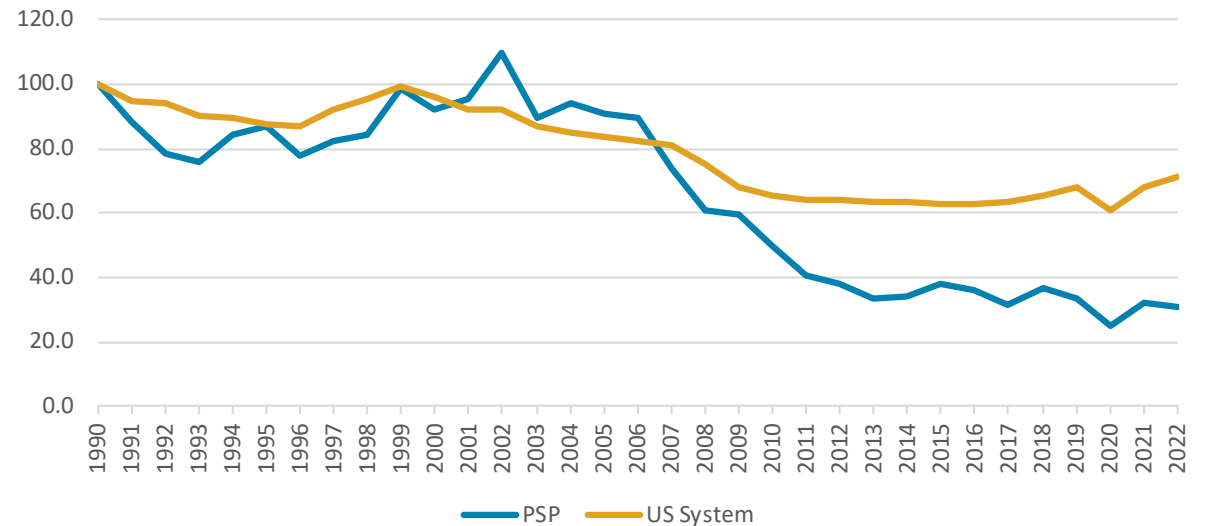


PSP's Declining GA Operations

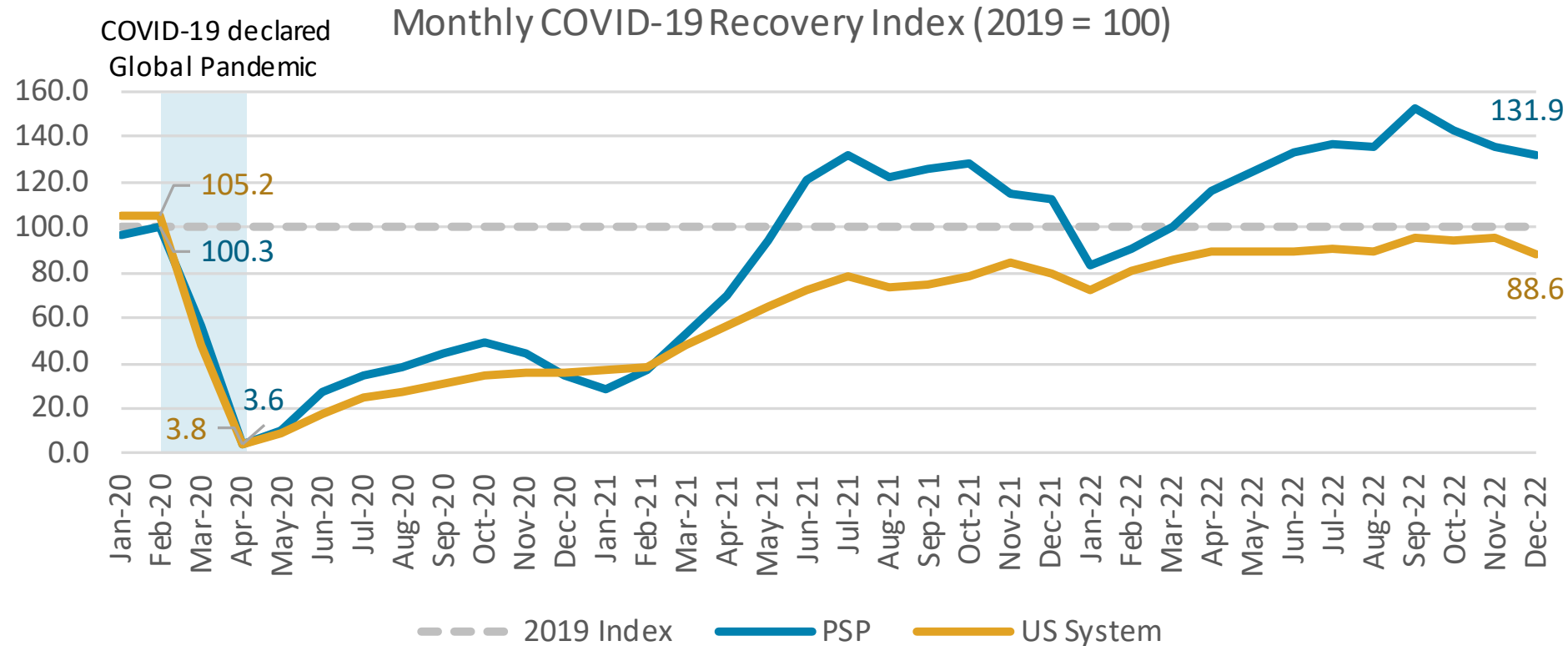


PSP GA and Military Aircraft Operations, 1990-2022

PSP vs US GA Growth (1990=100), 1990-2022



PSP Outpaced US Traffic Recovery from COVID



Hybrid Forecast Framework

→ What is it?

- ▶ Combines multiple data sources and forecasting techniques
- ▶ Forecast period is divided into two phases: a **near-term phase** and a **long-term phase**

→ Why we use it?

- ▶ Improves accuracy of air traffic projections during different phases of growth

Model Diagram

NEAR-TERM PHASE

- Trend analysis of traffic recovery rates
- Use actual traffic data, TSA throughput, and airline schedules
- Project schedule completion rates and boarding load factors



LONG-TERM PHASE

- Multivariate time series regression analysis
- Market demand factors drive enplanement growth
- Forecast scenarios

Multiple Scenarios

→ Base (Preferred / Recommended)

- ▶ Continuation of current air traffic and economic trends

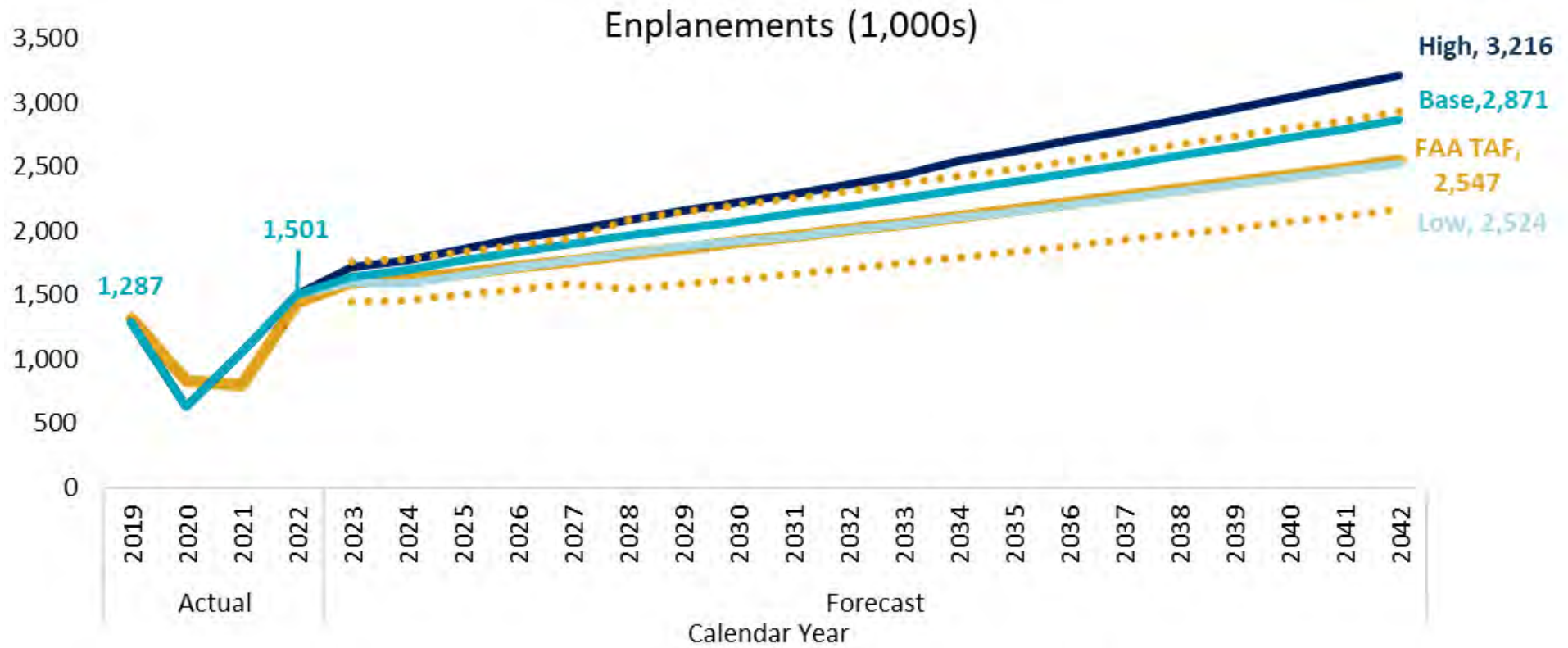
→ High

- ▶ Optimistic economic outlook
- ▶ Considers PSP's air service development initiatives and objectives

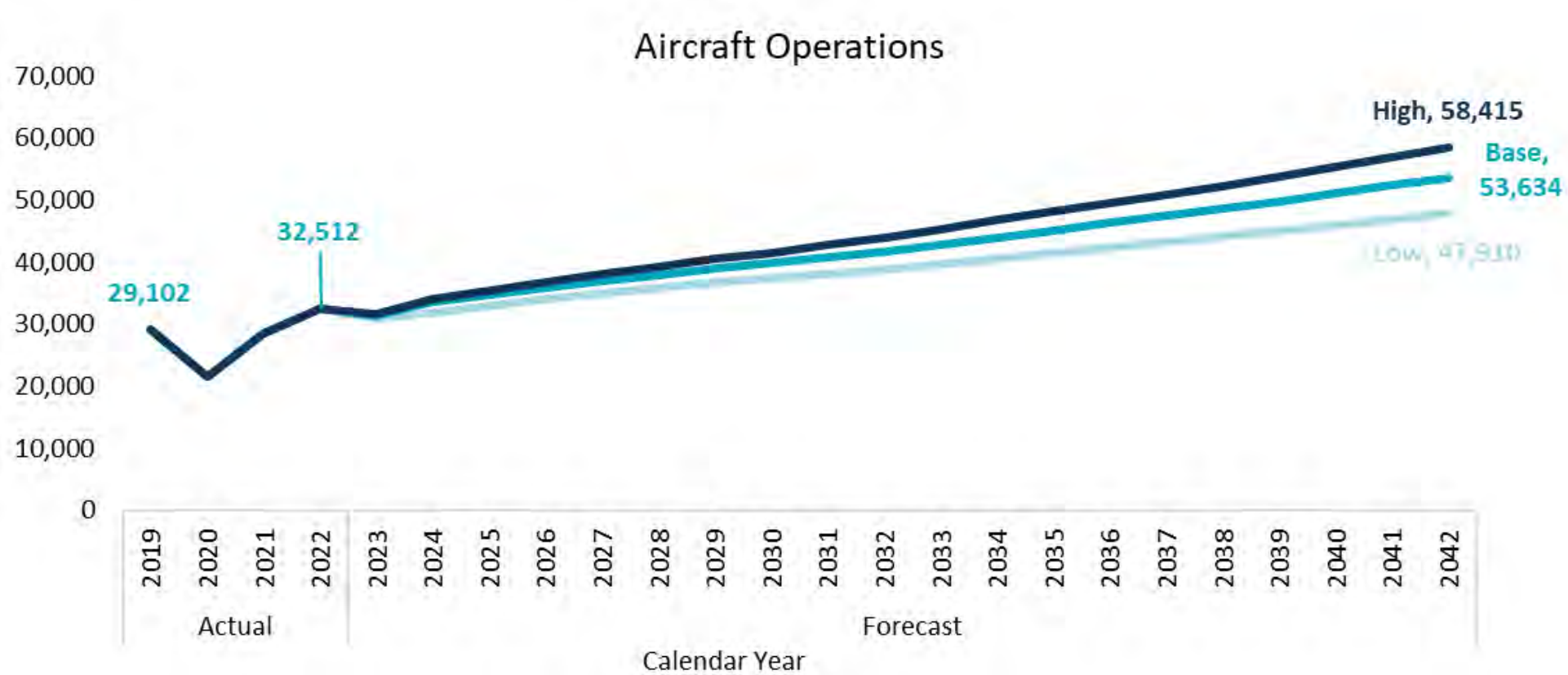
→ Low

- ▶ Pessimistic economic outlook

Enplanement Forecasts



Operation Forecasts



Airline Fleet Composition Forecast

	Actual				Scenario 1 (Low)				Scenario 2 (Base)				Scenario 3 (High)			
	2019	2020	2021	2022	2027	2032	2037	2042	2027	2032	2037	2042	2027	2032	2037	2042
Passenger Airline Fleet Composition																
Narrowbody Jet	14,938	9,754	14,300	18,774	21,680	23,997	26,527	29,332	22,848	25,793	29,133	32,828	23,440	26,995	31,026	35,513
Regional Jet	14,164	11,192	13,988	13,738	13,310	14,867	16,668	18,578	14,035	15,989	18,317	20,806	14,431	16,771	19,550	22,556
Turboprop Jet	0	512	174	0	0	0	0	0	0	0	0	0	0	0	0	0
Widebody Jet	0	0	0	0	0	0	0	0	0	0	0	0	173	173	347	347
Total	29,102	21,458	28,462	32,512	34,990	38,864	43,194	47,910	36,884	41,783	47,450	53,634	38,045	43,939	50,923	58,415
Percentage of Total Aircraft Operations																
Narrowbody Jet	51.3%	45.5%	50.2%	57.7%	62.0%	61.7%	61.4%	61.2%	61.9%	61.7%	61.4%	61.2%	61.6%	61.4%	60.9%	60.8%
Regional Jet	48.7%	52.2%	49.1%	42.3%	38.0%	38.3%	38.6%	38.8%	38.1%	38.3%	38.6%	38.8%	37.9%	38.2%	38.4%	38.6%
Turboprop Jet	0.0%	2.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Widebody Jet	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.4%	0.7%	0.6%



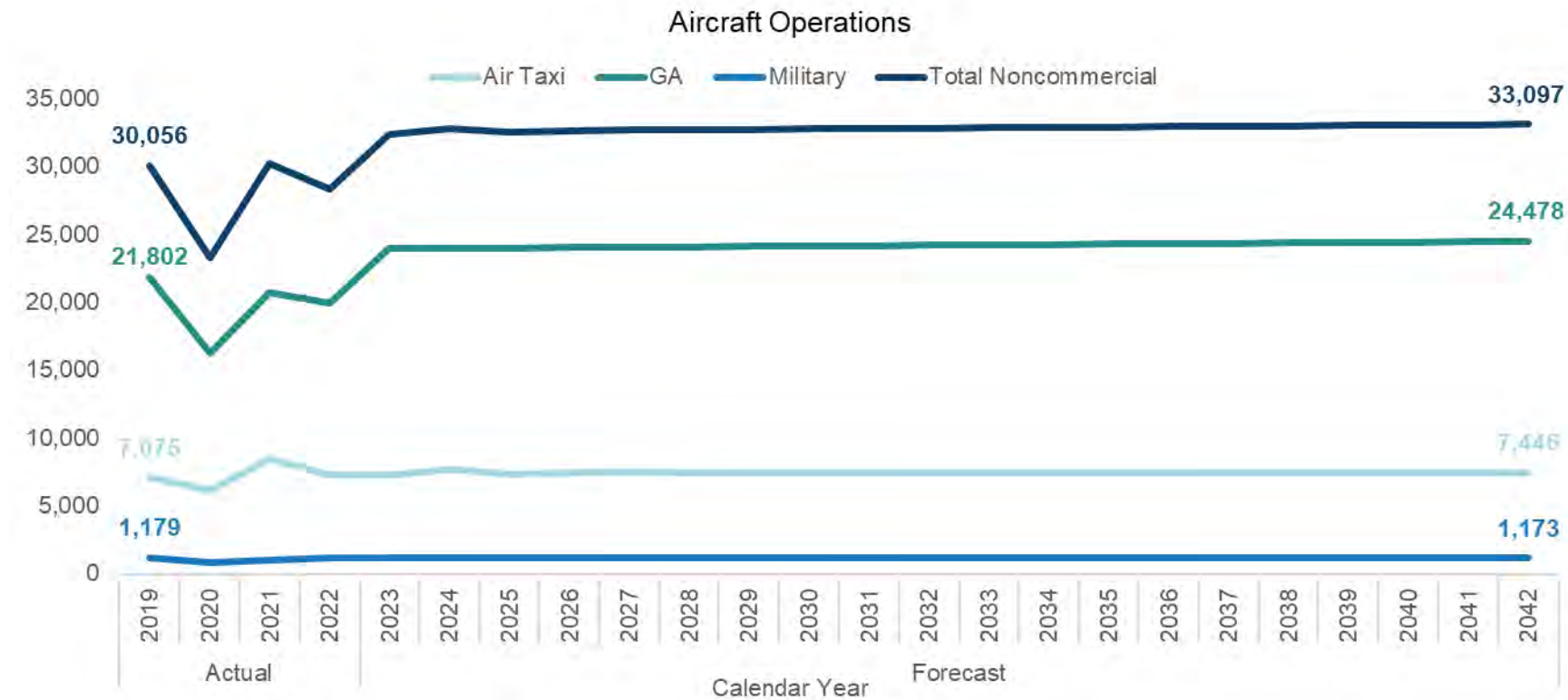
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Widebody Jet	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.4%	0.7%	0.6%

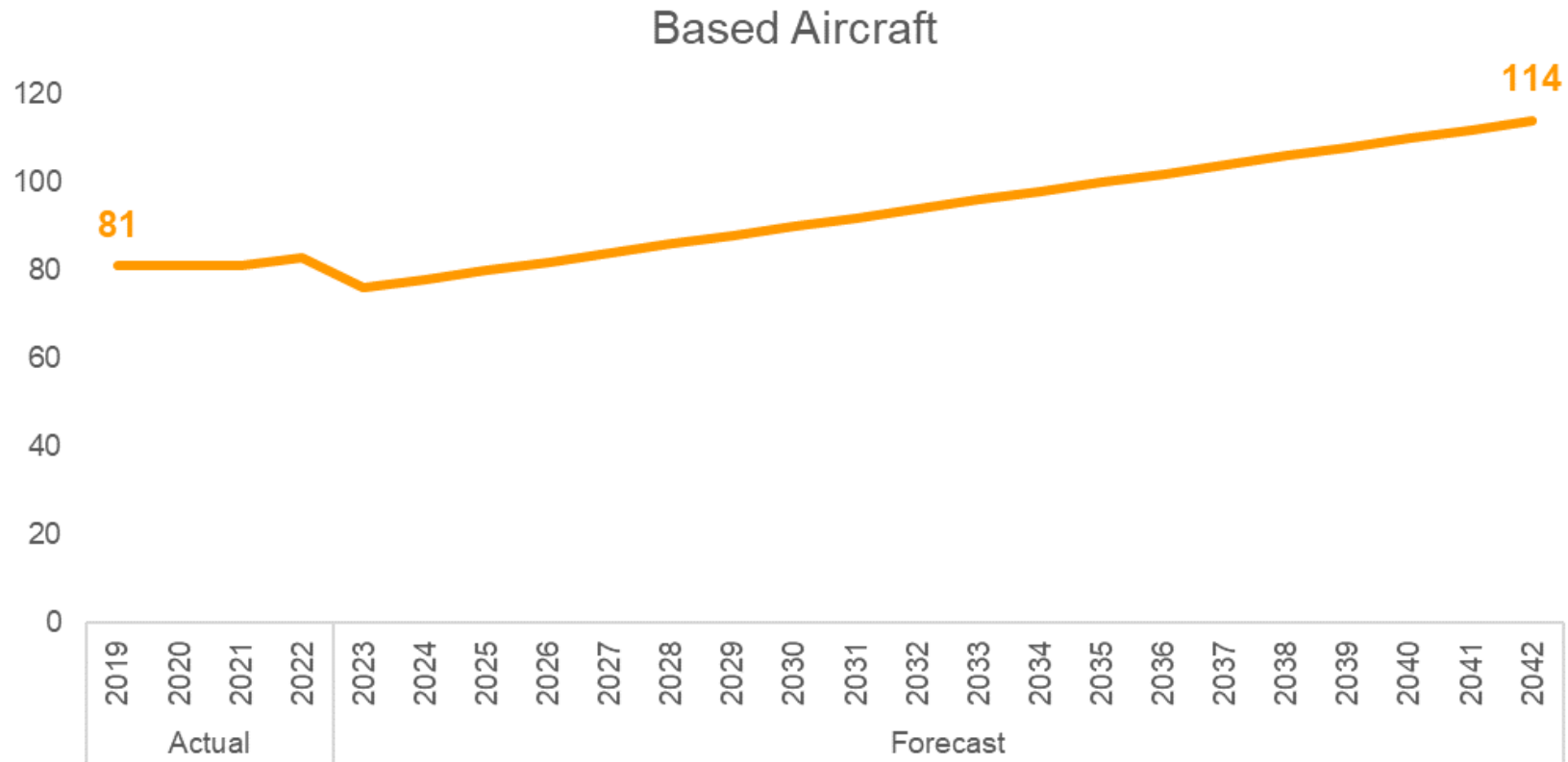
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Widebody Jet	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.4%	0.7%	0.6%

Noncommercial Operation Forecast



Based Aircraft Forecast



Base Scenario vs. FAA Terminal Area Forecast

Scenario 2 (Base)	Actual				Forecast				Compound Annual Growth Rate			Percent of 2019 Level	
	2019	2020	2021	2022	2027	2032	2037	2042	2019-2022	2022-2032	2032-2042	2032	2042
Commercial Passenger Service													
Enplaned Passengers (1,000s)	1,287	632	1,048	1,501	1,900	2,189	2,518	2,871	5.2%	3.8%	2.8%	170.0%	223.0%
FAA TAF	1,311	825	793	1,447	1,767	2,011	2,267	2,547	3.4%	3.3%	2.4%	153.4%	194.3%
Percent of TAF	98.2%	76.7%	132.2%	103.7%	107.6%	108.8%	111.1%	112.7%					
Aircraft Operations													
Commercial Passenger Carriers	29,102	21,458	28,462	32,512	36,884	41,783	47,450	53,634	3.8%	2.5%	2.5%	143.6%	184.3%
Air Taxi	2,019	2,020	2,021	2,022	2,027	2,032	2,037	2,042	0.0%	0.0%	0.0%	100.6%	101.1%
General Aviation	7,075	6,130	8,448	7,218	7,482	7,447	7,446	7,446	0.7%	0.3%	0.0%	105.3%	105.3%
Military	21,802	16,294	20,736	19,927	24,043	24,188	24,333	24,478	-3.0%	2.0%	0.1%	110.9%	112.3%
Total	59,998	45,902	59,667	61,679	70,436	75,450	81,266	87,601	0.9%	2.0%	1.5%	125.8%	146.0%
FAA TAF	60,240	45,555	52,725	63,467	69,963	75,481	81,229	87,498	1.8%	1.7%	1.5%	125.3%	145.2%
Percent of TAF	99.6%	100.8%	113.2%	97.2%	100.7%	100.0%	100.0%	100.1%					
Based Aircraft													
Number of Based Aircraft	81	81	81	83	84	94	104	114	0.8%	1.3%	1.9%	116.0%	140.7%
FAA TAF	81	81	81	83	92	102	112	122	0.8%	2.1%	1.8%	125.9%	150.6%
Percent of TAF	100.0%	100.0%	100.0%	100.0%	91.3%	92.2%	92.9%	93.4%					

Base Scenario vs. FAA Terminal Area Forecast

Scenario 2 (Base)	Actual				Forecast				Compound Annual Growth Rate			Percent of 2019 Level	
	2019	2020	2021	2022	2027	2032	2037	2042	2019-2022	2022-2032	2032-2042	2032	2042
Commercial Passenger Service													
Enplaned Passengers (1,000s)	1,287	632	1,048	1,501	1,900	2,189	2,518	2,871	5.2%	3.8%	2.8%	170.0%	223.0%
FAA TAF	1,311	825	793	1,447	1,767	2,011	2,267	2,547	3.4%	3.3%	2.4%	153.4%	194.3%
Percent of TAF	98.2%	76.7%	132.2%	103.7%	107.6%	108.8%	111.1%	112.7%					
Aircraft Operations													
Commercial Passenger Carriers	29,102	21,458	28,462	32,512	36,884	41,783	47,450	53,634	3.8%	2.5%	2.5%	143.6%	184.3%
Air Taxi	2,019	2,020	2,021	2,022	2,027	2,032	2,037	2,042	0.0%	0.0%	0.0%	100.6%	101.1%
General Aviation	7,075	6,130	8,448	7,218	7,482	7,447	7,446	7,446	0.7%	0.3%	0.0%	105.3%	105.3%
Military	21,802	16,294	20,736	19,927	24,043	24,188	24,333	24,478	-3.0%	2.0%	0.1%	110.9%	112.3%
Total	59,998	45,902	59,667	61,679	70,436	75,450	81,266	87,601	0.9%	2.0%	1.5%	125.8%	146.0%
FAA TAF	60,240	45,555	52,725	63,467	69,963	75,481	81,229	87,498	1.8%	1.7%	1.5%	125.3%	145.2%
Percent of TAF	99.6%	100.8%	113.2%	97.2%	100.7%	100.0%	100.0%	100.1%					
Based Aircraft													
Number of Based Aircraft	81	81	81	83	84	94	104	114	0.8%	1.3%	1.9%	116.0%	140.7%
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Base Scenario vs. FAA Terminal Area Forecast

Scenario 2 (Base)	Actual				Forecast				Compound Annual Growth Rate			Percent of 2019 Level	
	2019	2020	2021	2022	2027	2032	2037	2042	2019-2022	2022-2032	2032-2042	2032	2042
Commercial Passenger Service													
Enplaned Passengers (1,000s)	1,287	632	1,048	1,501	1,900	2,189	2,518	2,871	5.2%	3.8%	2.8%	170.0%	223.0%
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Air Taxi	2,019	2,020	2,021	2,022	2,027	2,032	2,037	2,042	0.0%	0.0%	0.0%	100.6%	101.1%
General Aviation	7,075	6,130	8,448	7,218	7,482	7,447	7,446	7,446	0.7%	0.3%	0.0%	105.3%	105.3%
Military	21,802	16,294	20,736	19,927	24,043	24,188	24,333	24,478	-3.0%	2.0%	0.1%	110.9%	112.3%
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FAA TAF	60,240	45,555	52,725	63,467	69,963	75,481	81,229	87,498	1.8%	1.7%	1.5%	125.3%	145.2%
Percent of TAF	99.6%	100.8%	113.2%	97.2%	100.7%	100.0%	100.0%	100.1%					
Based Aircraft													
Number of Based Aircraft	81	81	81	83	84	94	104	114	0.8%	1.3%	1.9%	116.0%	140.7%
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Percent of TAF	100.0%	100.0%	100.0%	100.0%	91.3%	92.2%	92.9%	93.4%					

Base Scenario vs. FAA Terminal Area Forecast

Scenario 2 (Base)	Actual				Forecast				Compound Annual Growth Rate			Percent of 2019 Level	
	2019	2020	2021	2022	2027	2032	2037	2042	2019-2022	2022-2032	2032-2042	2032	2042
Commercial Passenger Service													
Enplaned Passengers (1,000s)	1,287	632	1,048	1,501	1,900	2,189	2,518	2,871	5.2%	3.8%	2.8%	170.0%	223.0%
FAA TAF	1,311	825	793	1,447	1,767	2,011	2,267	2,547	3.4%	3.3%	2.4%	153.4%	194.3%
Percent of TAF	98.2%	76.7%	132.2%	103.7%	107.6%	108.8%	111.1%	112.7%					
Aircraft Operations													
Commercial Passenger Carriers	29,102	21,458	28,462	32,512	36,884	41,783	47,450	53,634	3.8%	2.5%	2.5%	143.6%	184.3%
Air Taxi	2,019	2,020	2,021	2,022	2,027	2,032	2,037	2,042	0.0%	0.0%	0.0%	100.6%	101.1%
General Aviation	7,075	6,130	8,448	7,218	7,482	7,447	7,446	7,446	0.7%	0.3%	0.0%	105.3%	105.3%
Military	21,802	16,294	20,736	19,927	24,043	24,188	24,333	24,478	-3.0%	2.0%	0.1%	110.9%	112.3%
Total	59,998	45,902	59,667	61,679	70,436	75,450	81,266	87,601	0.9%	2.0%	1.5%	125.8%	146.0%
FAA TAF	60,240	45,555	52,725	63,467	69,963	75,481	81,229	87,498	1.8%	1.7%	1.5%	125.3%	145.2%
Percent of TAF	99.6%	100.8%	113.2%	97.2%	100.7%	100.0%	100.0%	100.1%					
Based Aircraft													
Number of Based Aircraft	81	81	81	83	84	94	104	114	0.8%	1.3%	1.9%	116.0%	140.7%
FAA TAF	81	81	81	83	92	102	112	122	0.8%	2.1%	1.8%	125.9%	150.6%
Percent of TAF	100.0%	100.0%	100.0%	100.0%	91.3%	92.2%	92.9%	93.4%					

Base Scenario vs. FAA Terminal Area Forecast

Scenario 2 (Base)	Actual				Forecast				Compound Annual Growth Rate			Percent of 2019 Level	
	2019	2020	2021	2022	2027	2032	2037	2042	2019-2022	2022-2032	2032-2042	2032	2042
Commercial Passenger Service													
Enplaned Passengers (1,000s)	1,287	632	1,048	1,501	1,900	2,189	2,518	2,871	5.2%	3.8%	2.8%	170.0%	223.0%
FAA TAF	1,311	825	793	1,447	1,767	2,011	2,267	2,547	3.4%	3.3%	2.4%	153.4%	194.3%
Percent of TAF	98.2%	76.7%	132.2%	103.7%	107.6%	108.8%	111.1%	112.7%					
Aircraft Operations													
Commercial Passenger Carriers	29,102	21,458	28,462	32,512	36,884	41,783	47,450	53,634	3.8%	2.5%	2.5%	143.6%	184.3%
Air Taxi	2,019	2,020	2,021	2,022	2,027	2,032	2,037	2,042	0.0%	0.0%	0.0%	100.6%	101.1%
General Aviation	7,075	6,130	8,448	7,218	7,482	7,447	7,446	7,446	0.7%	0.3%	0.0%	105.3%	105.3%
Military	21,802	16,294	20,736	19,927	24,043	24,188	24,333	24,478	-3.0%	2.0%	0.1%	110.9%	112.3%
Total	59,998	45,902	59,667	61,679	70,436	75,450	81,266	87,601	0.9%	2.0%	1.5%	125.8%	146.0%
FAA TAF	60,240	45,555	52,725	63,467	69,963	75,481	81,229	87,498	1.8%	1.7%	1.5%	125.3%	145.2%
Percent of TAF	99.6%	100.8%	113.2%	97.2%	100.7%	100.0%	100.0%	100.1%					
Based Aircraft													
Number of Based Aircraft	81	81	81	83	84	94	104	114	0.8%	1.3%	1.9%	116.0%	140.7%
FAA TAF	81	81	81	83	92	102	112	122	0.8%	2.1%	1.8%	125.9%	150.6%
Percent of TAF	100.0%	100.0%	100.0%	100.0%	91.3%	92.2%	92.9%	93.4%					



Appendix - Enplanement Forecast

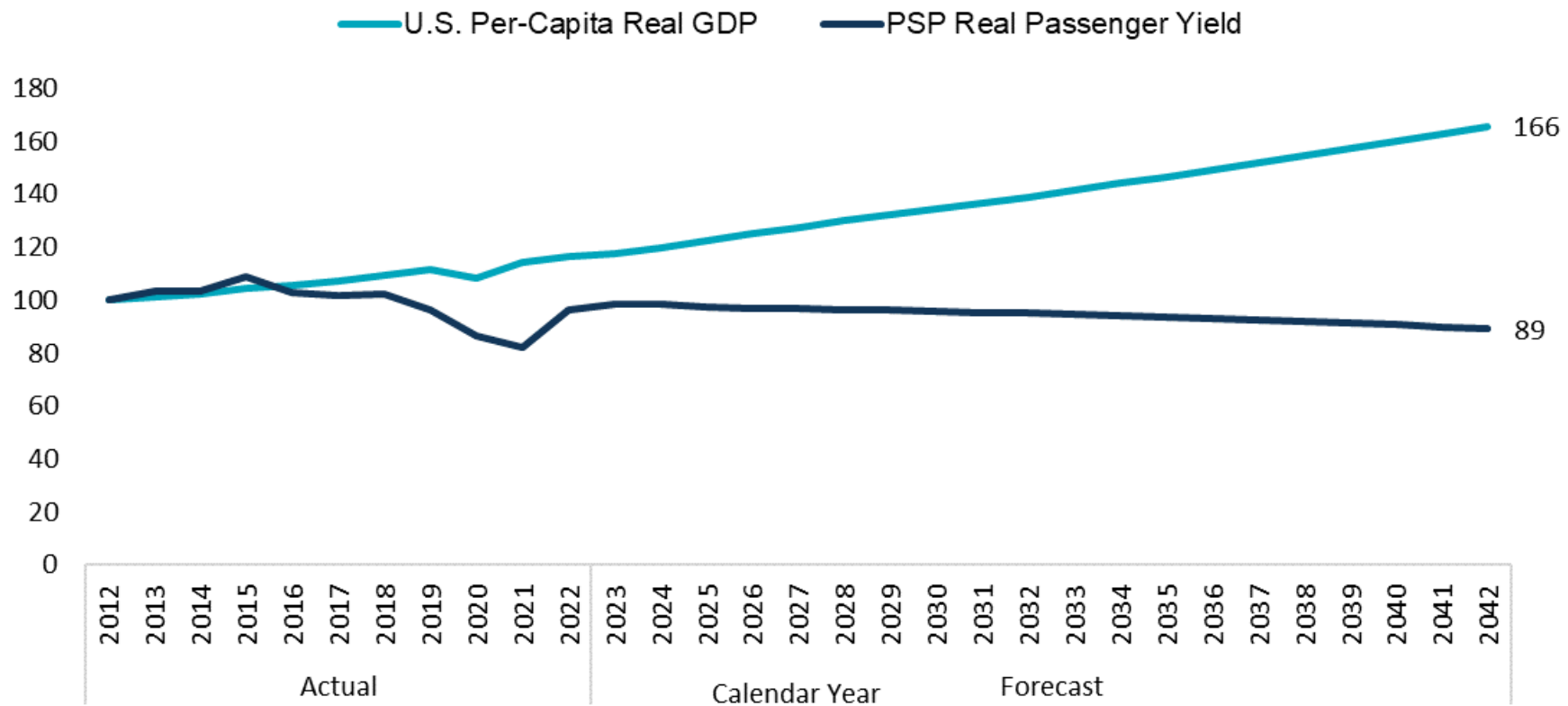
	Actual				Forecast				Compound Annual Growth Rate			Percent of 2019 Level	
	2019	2020	2021	2022	2027	2032	2037	2042	2019-2022	2022-2032	2032-2042	2032	2042
Enplanements (1,000)													
Scenario 1 (Low)	1,287	632	1,048	1,501	1,774	2,004	2,255	2,524	5.24%	2.93%	2.34%	155.6%	196.0%
Scenario 2 (Base)	1,287	632	1,048	1,501	1,900	2,189	2,518	2,871	5.24%	3.85%	2.75%	170.0%	223.0%
Scenario 3 (High)	1,287	632	1,048	1,501	2,012	2,359	2,785	3,216	5.24%	4.63%	3.15%	183.2%	249.8%
FAA TAF	1,311	825	793	1,447	1,767	2,011	2,267	2,547	3.36%	3.34%	2.39%	153.4%	194.3%
Percent of FAA TAF													
Scenario 1 (Low)	98.2%	76.7%	132.2%	103.7%	100.4%	99.6%	99.5%	99.1%					
Scenario 2 (Base)	98.2%	76.7%	132.2%	103.7%	107.6%	108.8%	111.1%	112.7%					
Scenario 3 (High)	98.2%	76.7%	132.2%	103.7%	113.9%	117.3%	122.9%	126.3%					



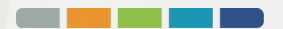
Appendix - Operation Forecast

	Actual				Forecast				Compound Annual Growth Rate			Percent of 2019 Level	
	2019	2020	2021	2022	2027	2032	2037	2042	2019-2022	2022-2032	2032-2042	2032	2042
Aircraft Operations													
Scenario 1 (Low)	29,102	21,458	28,462	32,512	34,990	38,864	43,194	47,910	3.76%	1.96%	2.19%	133.5%	164.6%
Scenario 2 (Base)	29,102	21,458	28,462	32,512	36,884	41,783	47,450	53,634	3.76%	2.53%	2.69%	143.6%	184.3%
Scenario 3 (High)	29,102	21,458	28,462	32,512	38,045	43,939	50,923	58,415	3.76%	2.97%	3.08%	151.0%	200.7%
Percent of Scenario 2 (Base)													
Scenario 1 (Low)	100.0%	100.0%	100.0%	100.0%	94.9%	93.0%	91.0%	89.3%					
Scenario 3 (High)	100.0%	100.0%	100.0%	100.0%	103.1%	105.2%	107.3%	108.9%					

Appendix – Trends in Regression Variables



Public Outreach



Public Outreach

- ➔ **Public participation is key**
- ➔ **3 public open houses**
 - ▶ Project kickoff
 - ▶ Input on terminal concepts
 - ▶ Present final documents
- ➔ **Public comment**
 - ▶ Online comment form
 - ▶ Paper forms at public meetings

Public Outreach

→ Project Website

- ▶ Two-way communications channel
- ▶ All documents, white papers, and meeting materials
- ▶ Project timeline, event calendar
- ▶ ADA compliant, available in multiple languages

Public Outreach

→ Up-to-date content

- ▶ Website documents, blog posts
- ▶ Press releases
- ▶ Social media posts
- ▶ Updated FAQs based on submitted questions

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Questions? Comments?



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Thank You!

