

Master Plan Process

A methodical approach to ensure the best outcome.

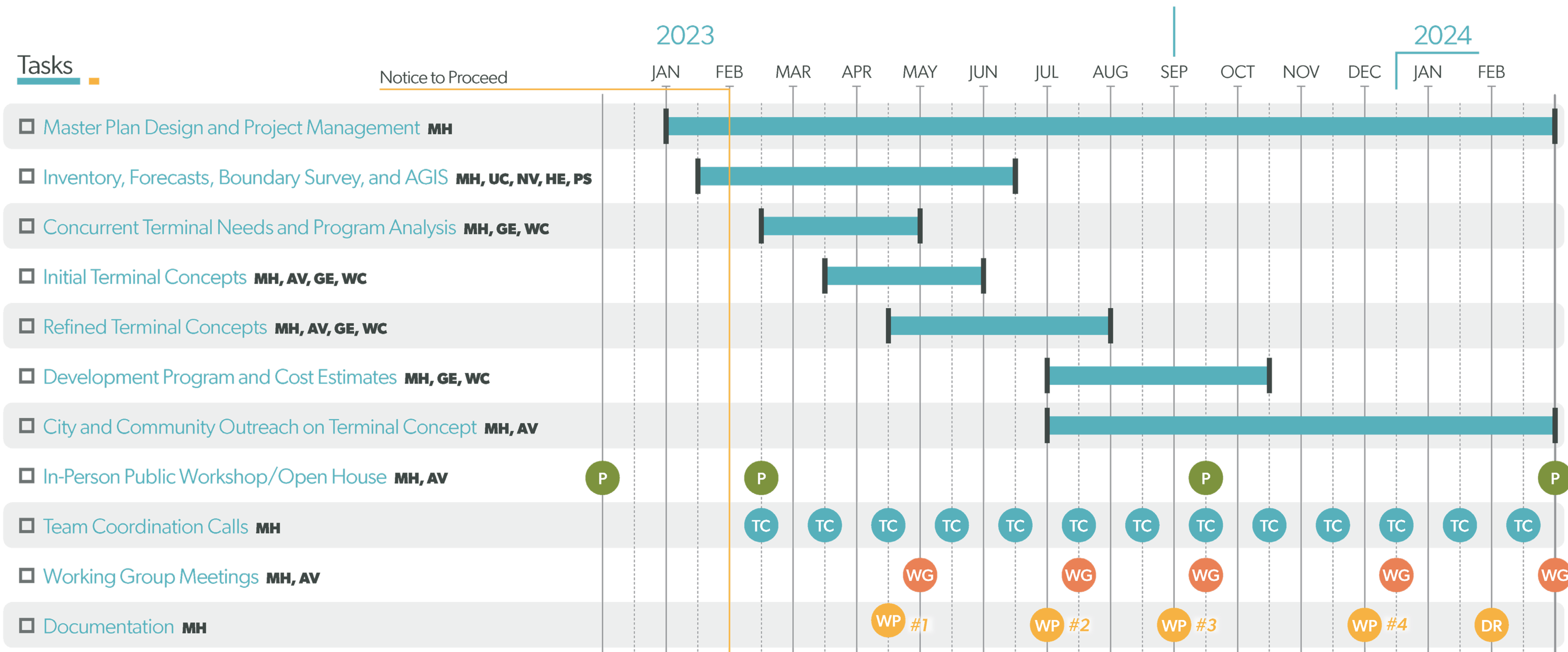


Public Outreach

- Working Group Meeting
- Public Open House

Project Schedule

A current look at the project phases and timing.



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
- DR Draft Report
- TC Team Coordination Call
- WG Working Group Meeting

Updated: May 2023

Planning Considerations – What We Heard

Stakeholder feedback that helped shape the alternatives.

Maintain primary access at Tahquitz and El Cielo

Predominantly boarded by jetway

Bono Concourse walls can be constraining

Wexler Building is the only facility that must be preserved

Consider walking distances



Likes Include:

Quaintness

Charm

Ease of Use

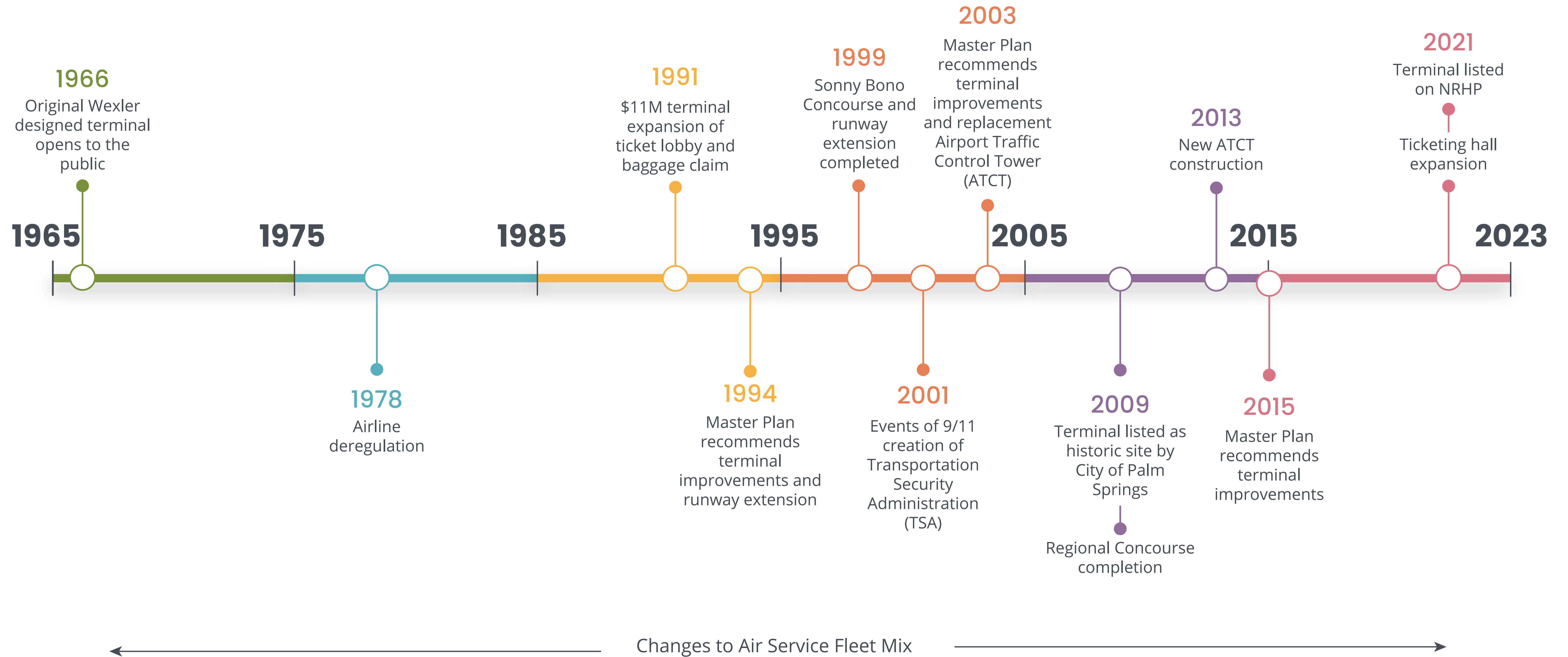
Mountain Views

Hybrid Indoor/Outdoor Spaces

Geometric Expression of Bono

Airport History

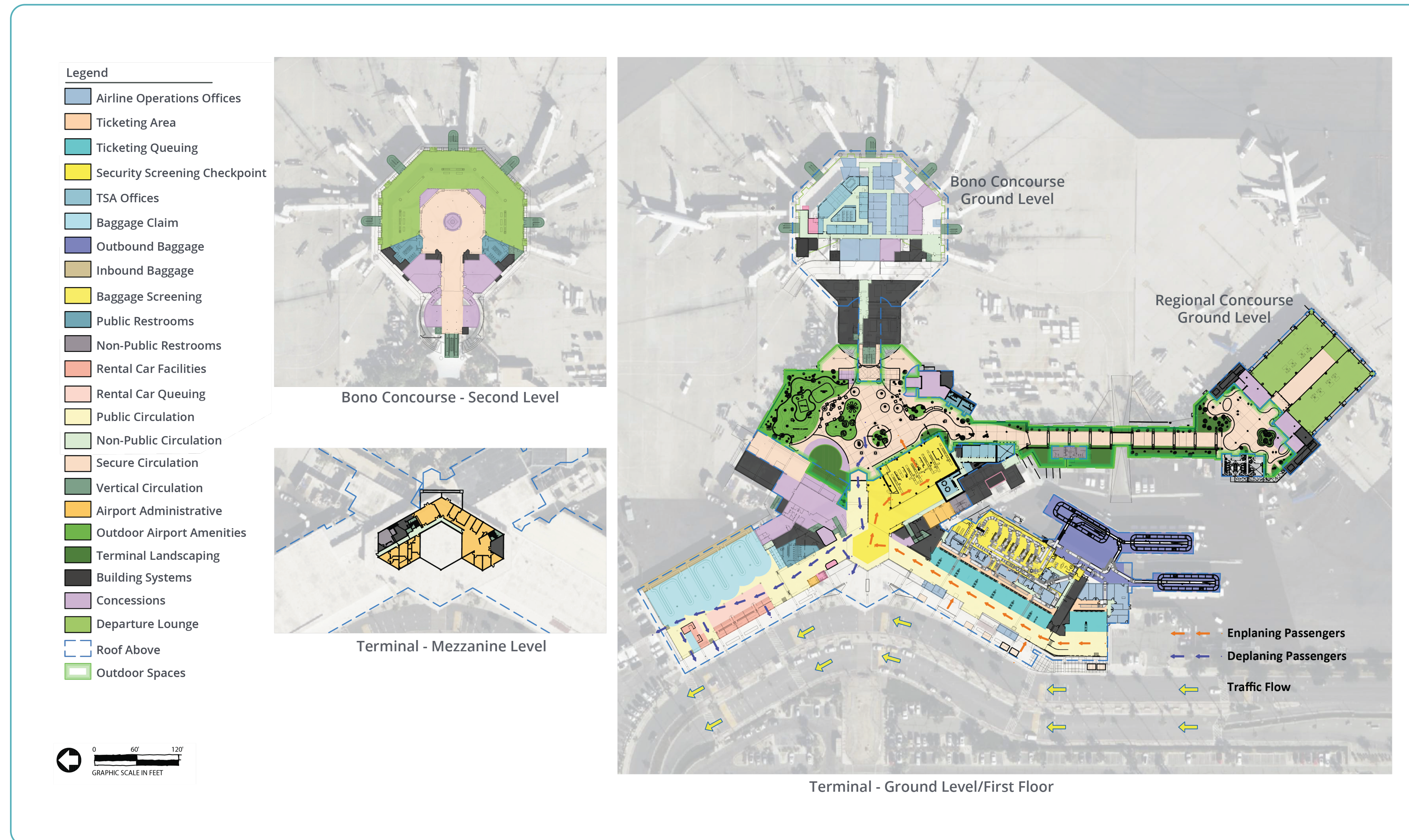
Decades of adapting to meet community needs.



Inventory of Existing Conditions

An in-depth look at terminal facilities.

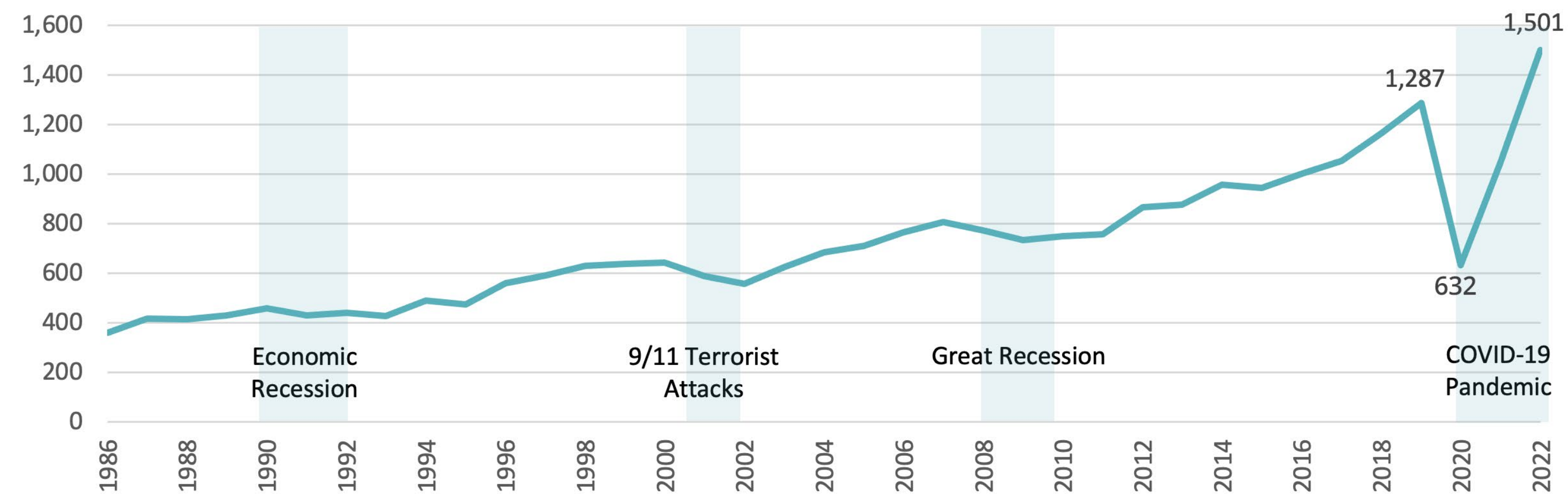
Passenger Terminal Complex



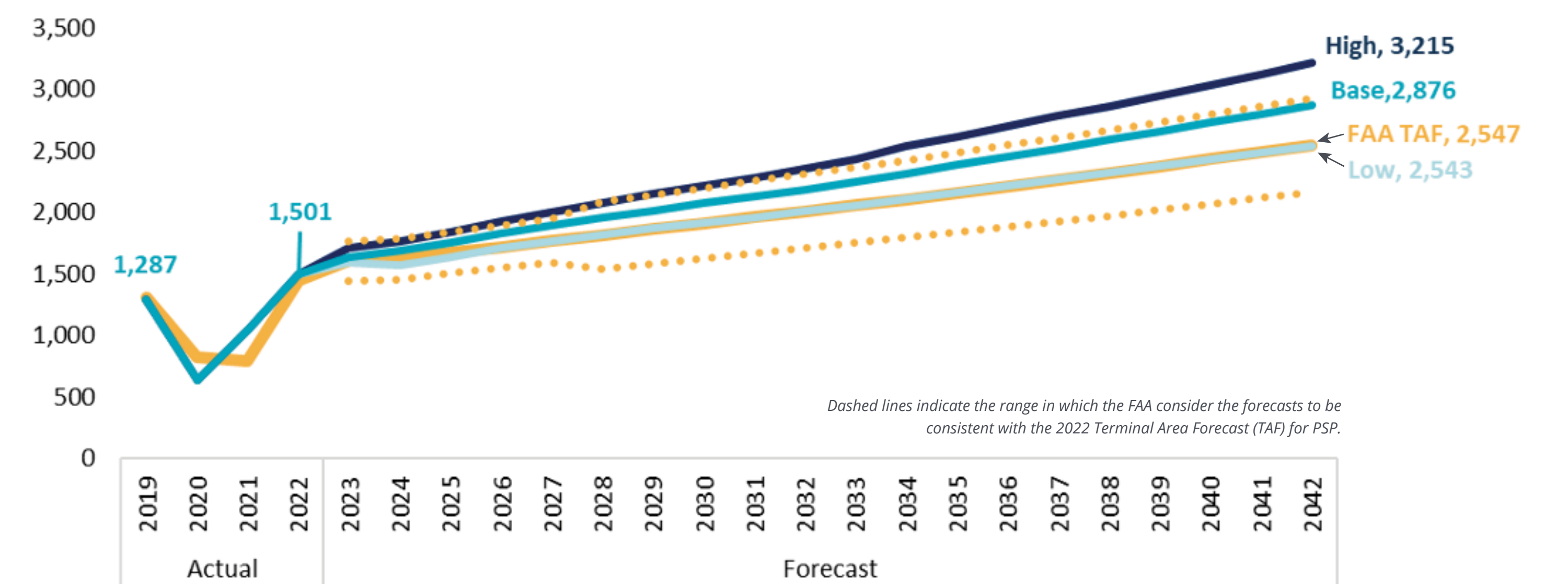
Aviation Activity Forecasts

Rapid growth means it's time to act.

Historic Enplanements (1,000s)



Forecasted Enplanements (1,000s)



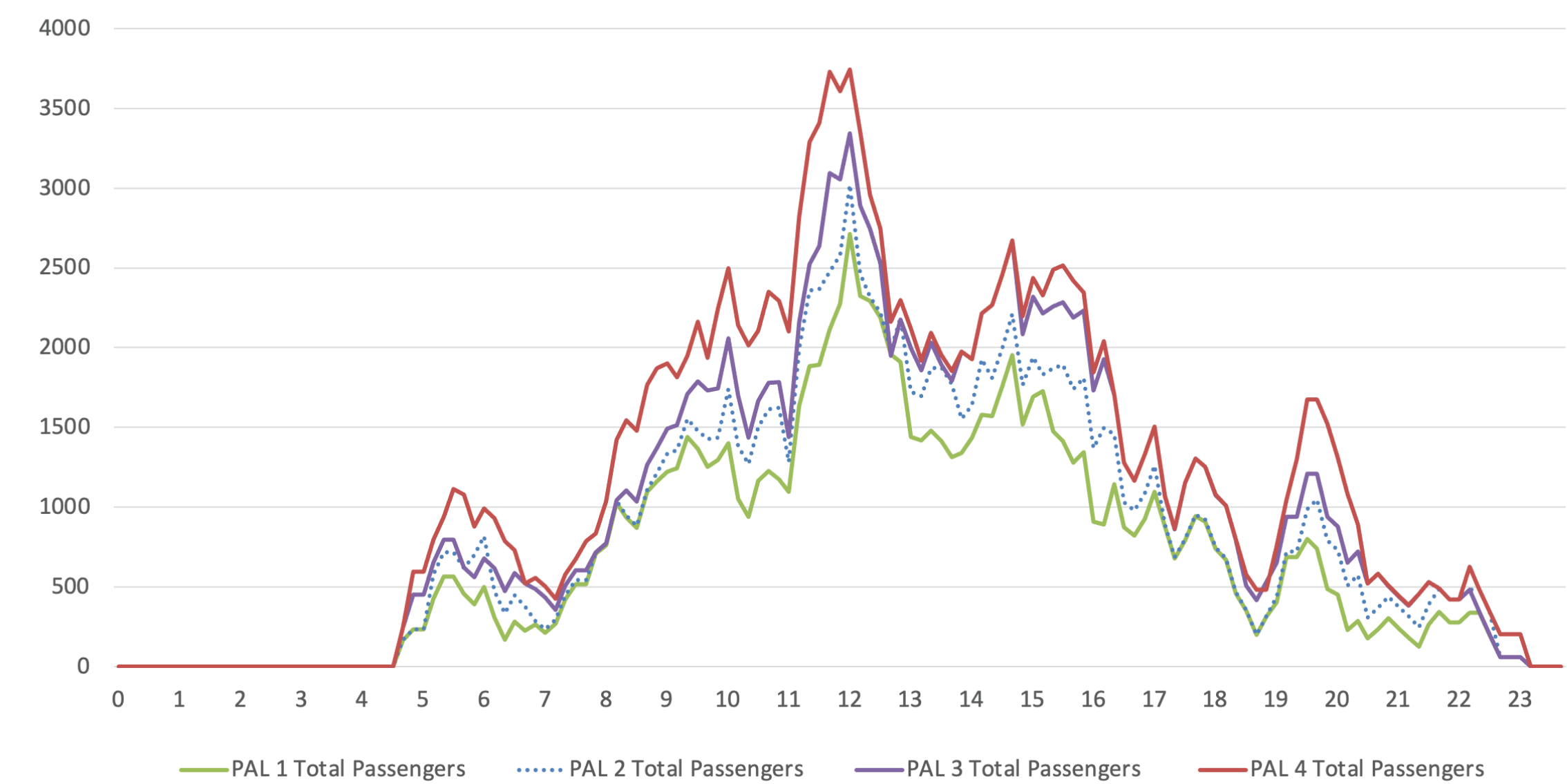
Legend

Enplanement: one passenger boarding one outbound flight at PSP

PAL: planning activity level

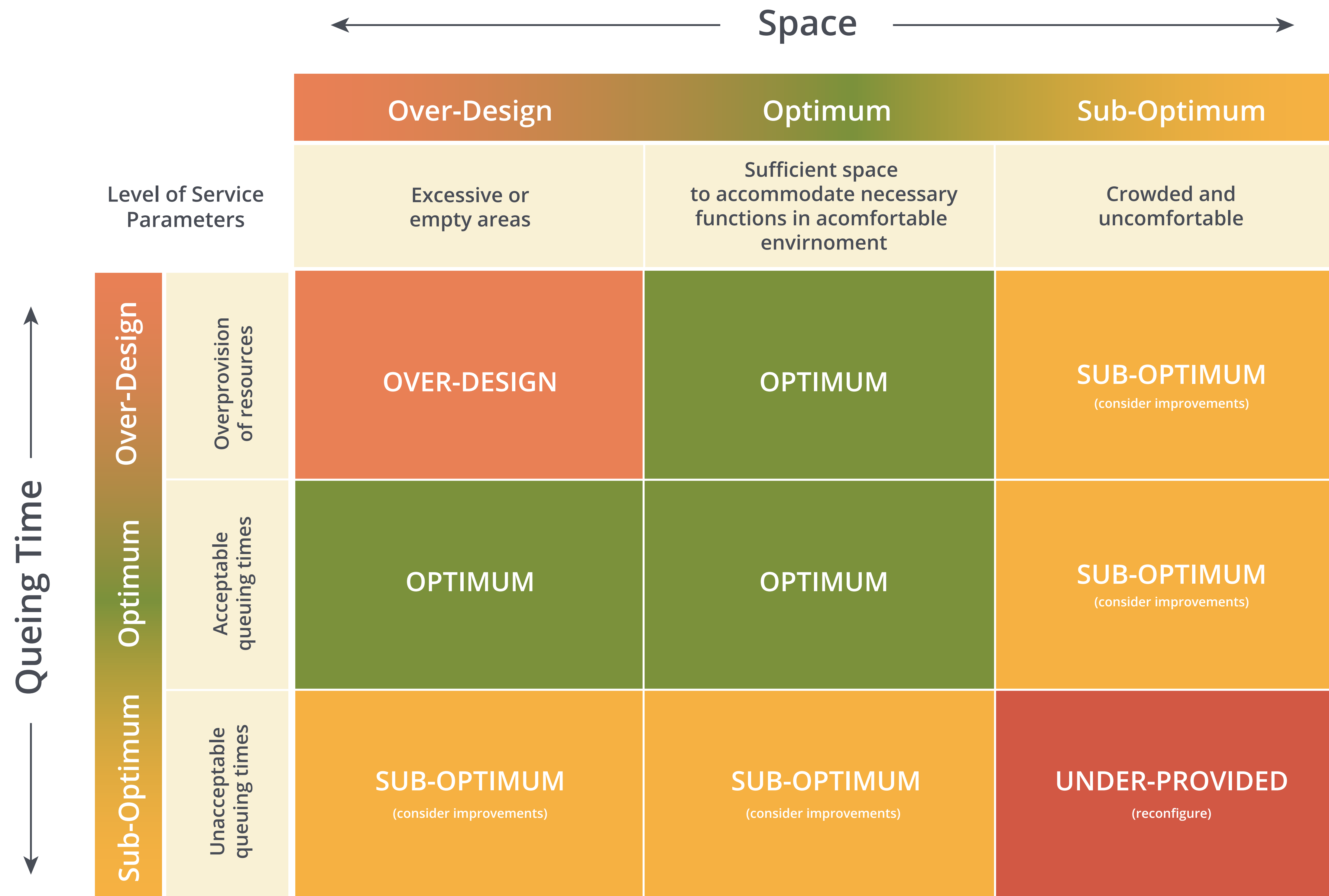
FAA TAF: Federal Aviation Administration Terminal Area Forecast

Peak Hour Total Passengers



Level of Service Concept

Striking a balance between over-and under-building.



Source: International Air Transportation Association

Terminal Requirements Summary

The space required to accommodate growth.

Terminal Requirements

	Existing	2023	PAL 1	PAL 2	PAL 3	PAL 4
Annual Enplanements	1,500,618	1,500,618	1,980,000	2,330,000	2,725,000	3,157,000
Total Peak Hour Enplanements	1,589	1,589	1,727	1,748	2,008	2,163
Total Peak Hour Deplanements	1,638	1,638	1,773	1,908	2,224	2,567
Check-In Hall	15,200 ft ²	18,800 ft ²	21,300 ft ²	21,800 ft ²	24,000 ft ²	25,800 ft ²
Outbound Baggage Screening and Baggage Make-up	35,200 ft ²	51,800 ft ²	51,800 ft ²	51,800 ft ²	52,400 ft ²	62,100 ft ²
Number of Security Screening Checkpoint Lanes	6	7	7	7	8	10
Security Screening Checkpoint	13,600 ft ²	18,900 ft ²	18,900 ft ²	18,900 ft ²	21,600 ft ²	27,000 ft ²
Gates	18	20	23	24	27	32
Departure Lounge	29,300 ft ²	71,200 ft ²	82,400 ft ²	85,900 ft ²	96,600 ft ²	114,800 ft ²
Federal Inspection Services Facility	-	18,000 ft ²	20,000 ft ²	20,000 ft ²	20,000 ft ²	20,000 ft ²
Baggage Claim and Inbound Baggage Handling	14,100 ft ²	28,800 ft ²	38,200 ft ²	38,200 ft ²	38,400 ft ²	47,800 ft ²
Pre-Secure Concessions	7,700 ft ²	4,700 ft ²	6,100 ft ²	7,100 ft ²	8,200 ft ²	9,500 ft ²
Post-Secure Concessions	16,400 ft ²	18,000 ft ²	23,600 ft ²	27,700 ft ²	32,200 ft ²	37,500 ft ²
Circulation	85,300 ft ²	103,100 ft ²	125,300 ft ²	132,400 ft ²	145,600 ft ²	168,200 ft ²
Building Systems & Utilities	38,900 ft ²	49,700 ft ²	58,100 ft ²	61,300 ft ²	67,100 ft ²	78,300 ft ²
TOTAL AREA	300,200 ft²	437,900 ft²	512,000 ft²	539,500 ft²	591,300 ft²	689,600 ft²

PAL: Planning Activity Level

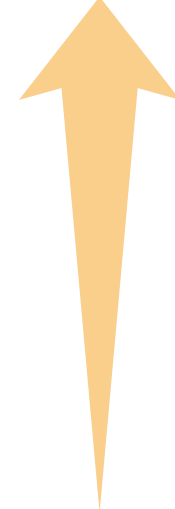
Source: Mead & Hunt, 2023

Parking Demand

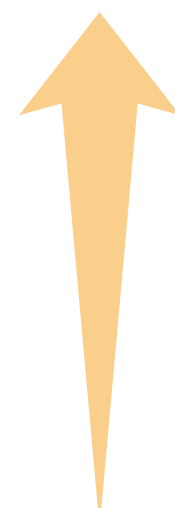
Parking needs today versus 2042.

- 

Public Spaces

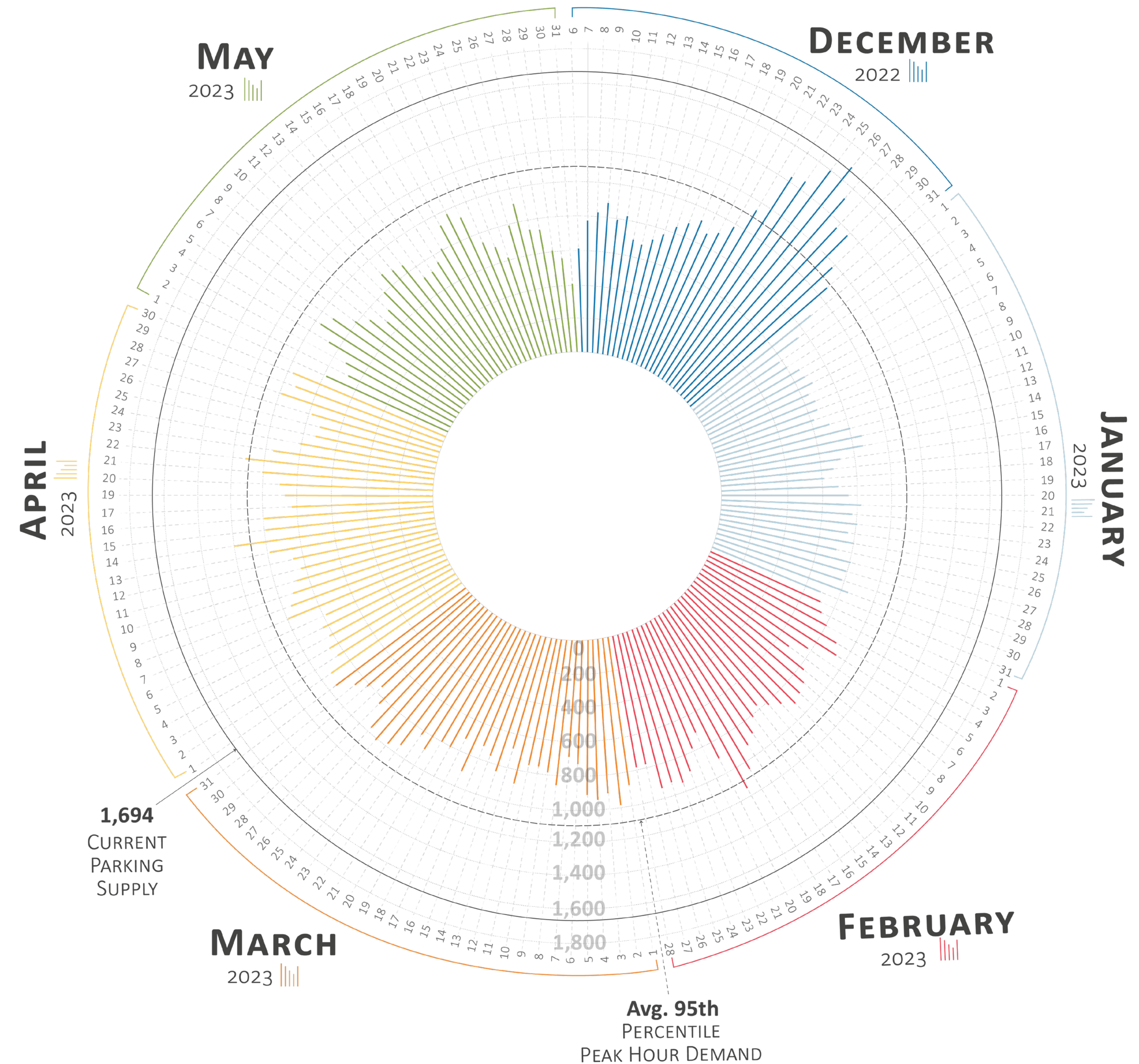
1,694 increasing to 2,711
- 

Rental Car Spaces

2,295 increasing to 3,693
- 

Employee Spaces

290 increasing to 610



Source: Walker Consultants, 2023

Alternative Approaches

Different ways to develop the terminal.



**Approach 1:
Maximum Reuse**



**Approach 2:
Partial Reuse**



**Approach 3:
Southern Development**

Alternative 1A: “Pier Expansion”

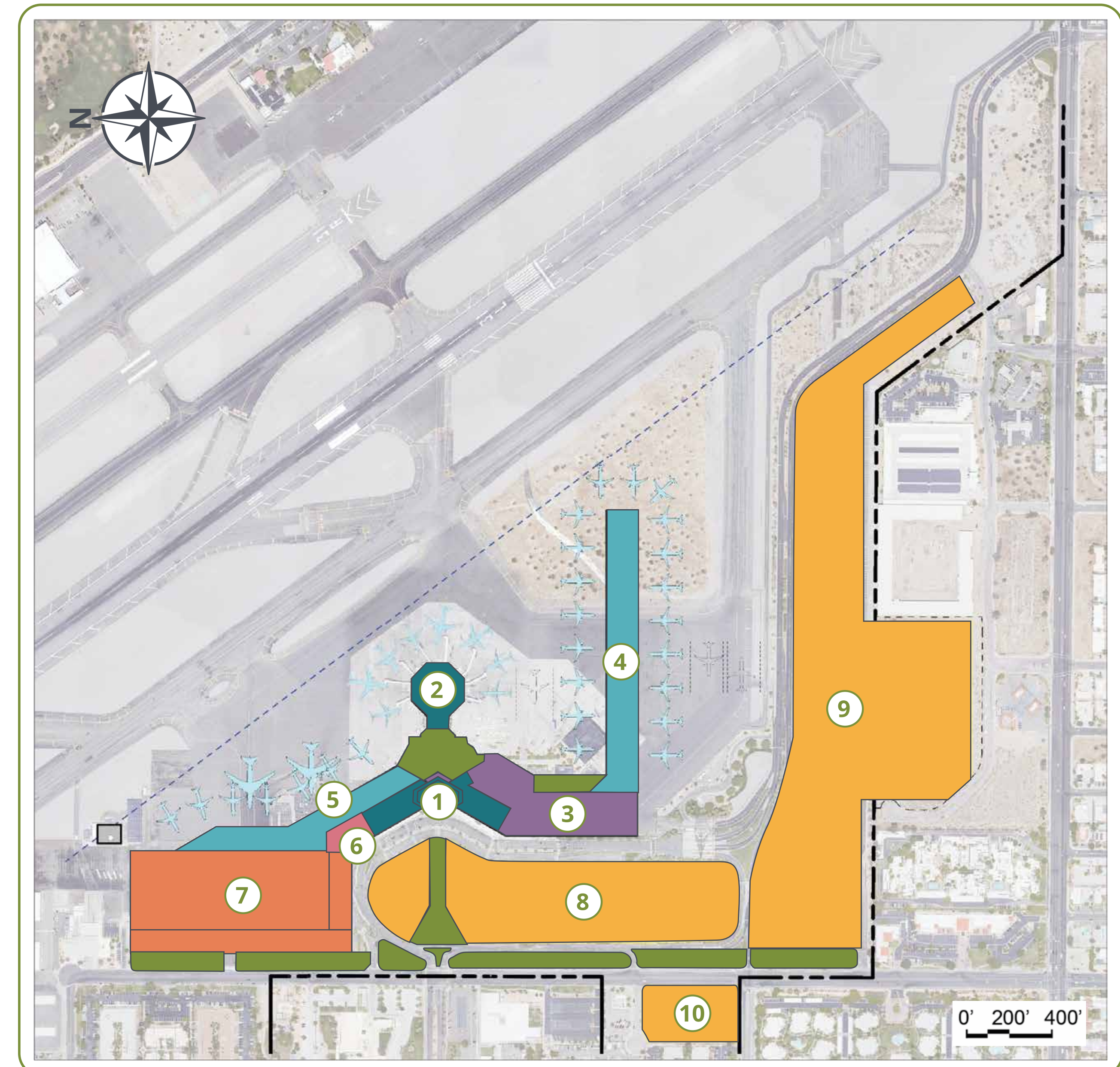
Maximizing use of existing facilities.

- ① Maintain Wexler Building
- ② Maintain Bono Concourse
- ③ Expand headhouse south from existing Wexler Building, while maintaining CBIS
- ④ New southern pier
- ⑤ New concourse with FIS north of courtyard
- ⑥ Baggage claim expansion
- ⑦ New 5 level CONRAC (Signature Air relocated)
- ⑧ Surface parking (short-term)
- ⑨ Surface parking (long-term)
- ⑩ Employee parking

CBIS: Checked Baggage Inspection System

FIS: Federal Inspection Services Facility

CONRAC: Consolidated Rental Car Facility



This illustration is for planning purposes only. It depicts the long-term expansion potential of an initial alternative evaluated as part of the PSP Master Plan study. Construction would likely occur in phases over the next 20+ years.

 Existing to Remain	 Concourse	 Surface Parking
 Terminal (Departures)	 CONRAC	 Property Line
 Terminal (Arrivals)	 Courtyard	 Future Property

Alternative 1B: “Bono Expansion”

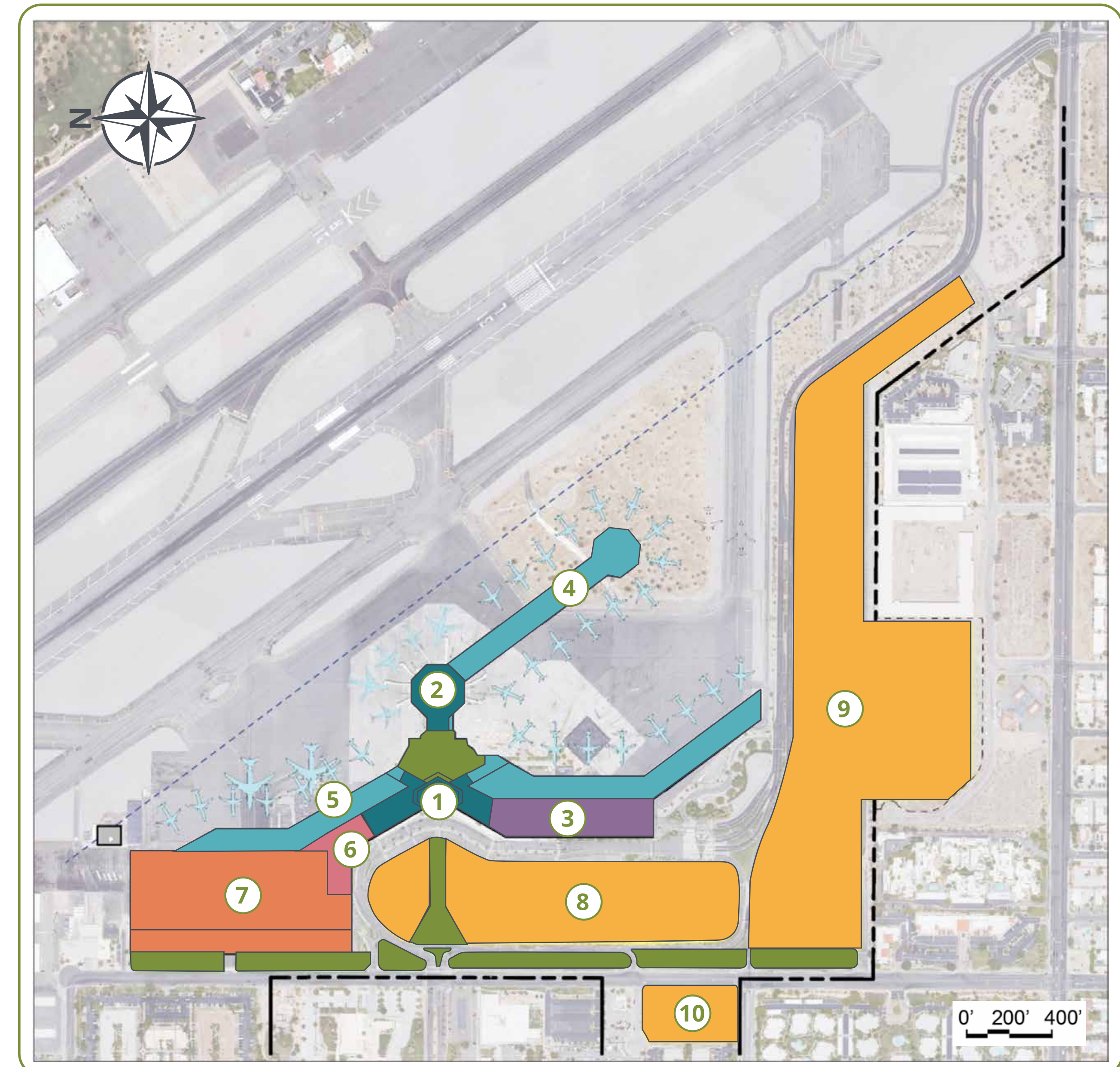
Extending from existing facilities.

- 1 Maintain Wexler Building
- 2 Renovate Bono Concourse
- 3 Expand headhouse south from existing Wexler Building, while maintaining CBIS
- 4 New southern pier
- 5 New concourse with FIS north of courtyard
- 6 Baggage claim expansion
- 7 New 5 level CONRAC (Signature Air relocated)
- 8 Surface parking (short-term)
- 9 Surface parking (long-term)
- 10 Employee parking

CBIS: Checked Baggage Inspection System

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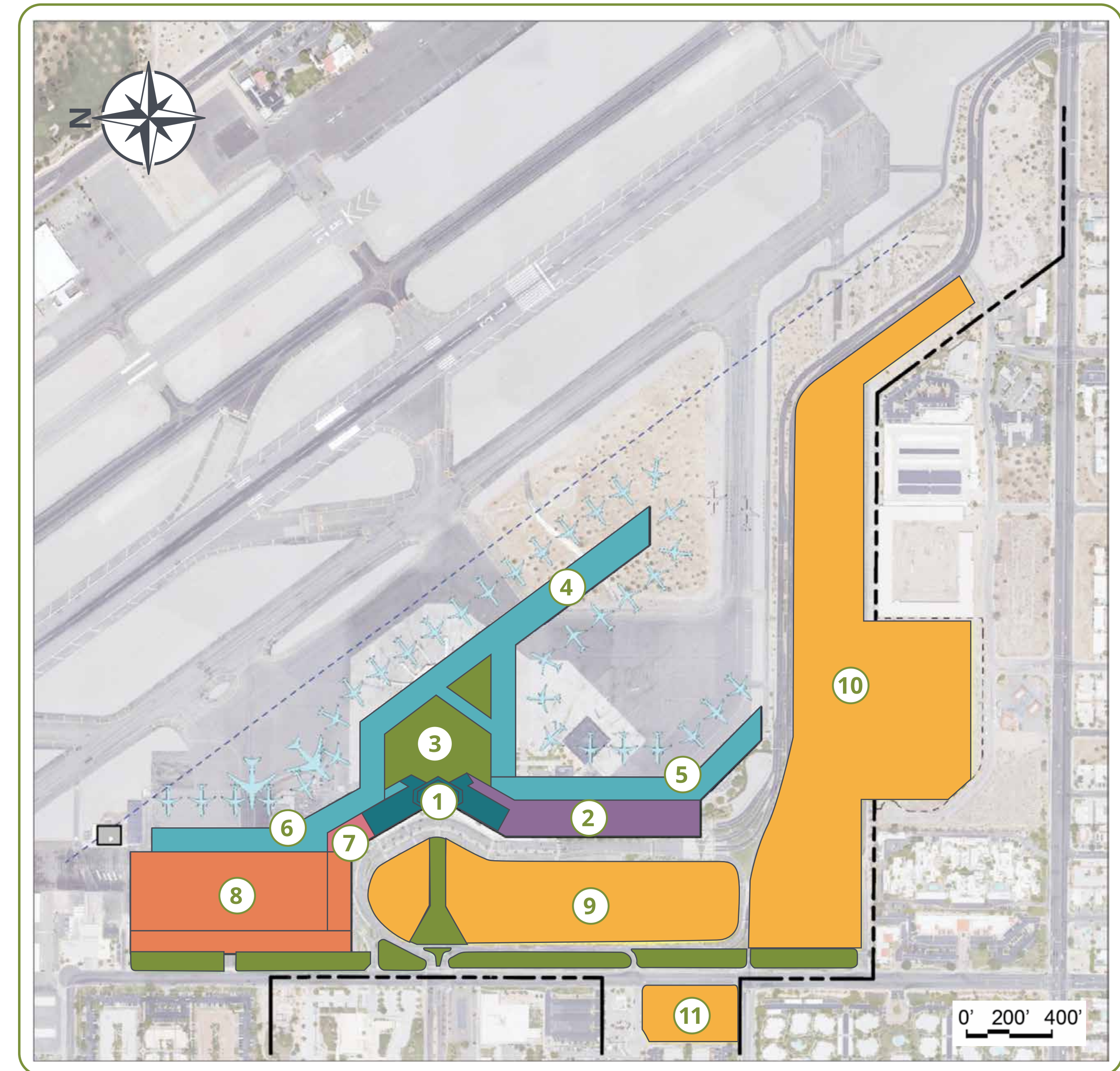
 Existing to Remain	 Concourse	 Surface Parking
 Terminal (Departures)	 CONRAC	 Property Line
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Alternative 2: “Parallel Bar”

Replacing Bono and Regional Jet Concourse with linear concourses.

- 1 Maintain Wexler Building
- 2 Expand headhouse south from existing Wexler Building
- 3 Expand central courtyard
- 4 Create new linear concourse parallel to runway
- 5 Extend linear concourse to south
- 6 New concourse with FIS north of courtyard
- 7 Expand baggage claim
- 8 New 5 level CONRAC (Signature Air relocated)
- 9 Surface parking (short-term)
- 10 Surface parking (long-term)
- 11 Employee parking

FIS: Federal Inspection Services Facility
 CONRAC: Consolidated Rental Car Facility



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 Existing to Remain	 Concourse	 Surface Parking
 Terminal (Departures)	 CONRAC	 Property Line
 Terminal (Arrivals)	 Courtyard	 Future Property

Alternative 3: “Southern Development”

Moving terminal facilities to the south.

- ▲ Main entry maintained at El Cielo
- ▲ Access at Ramon maintained
- Ⓜ Modify roadway
- ① Convert Wexler Building to non-active terminal site
- ② Create new terminal at southern site
- ③ Extend pier from terminal
- ④ Extend pier from terminal
- ⑤ Extend pier from terminal
- ⑥ New 4 level CONRAC
- ⑦ New surface parking
- ⑧ Potential site for surface parking
- ⑨ Employee parking

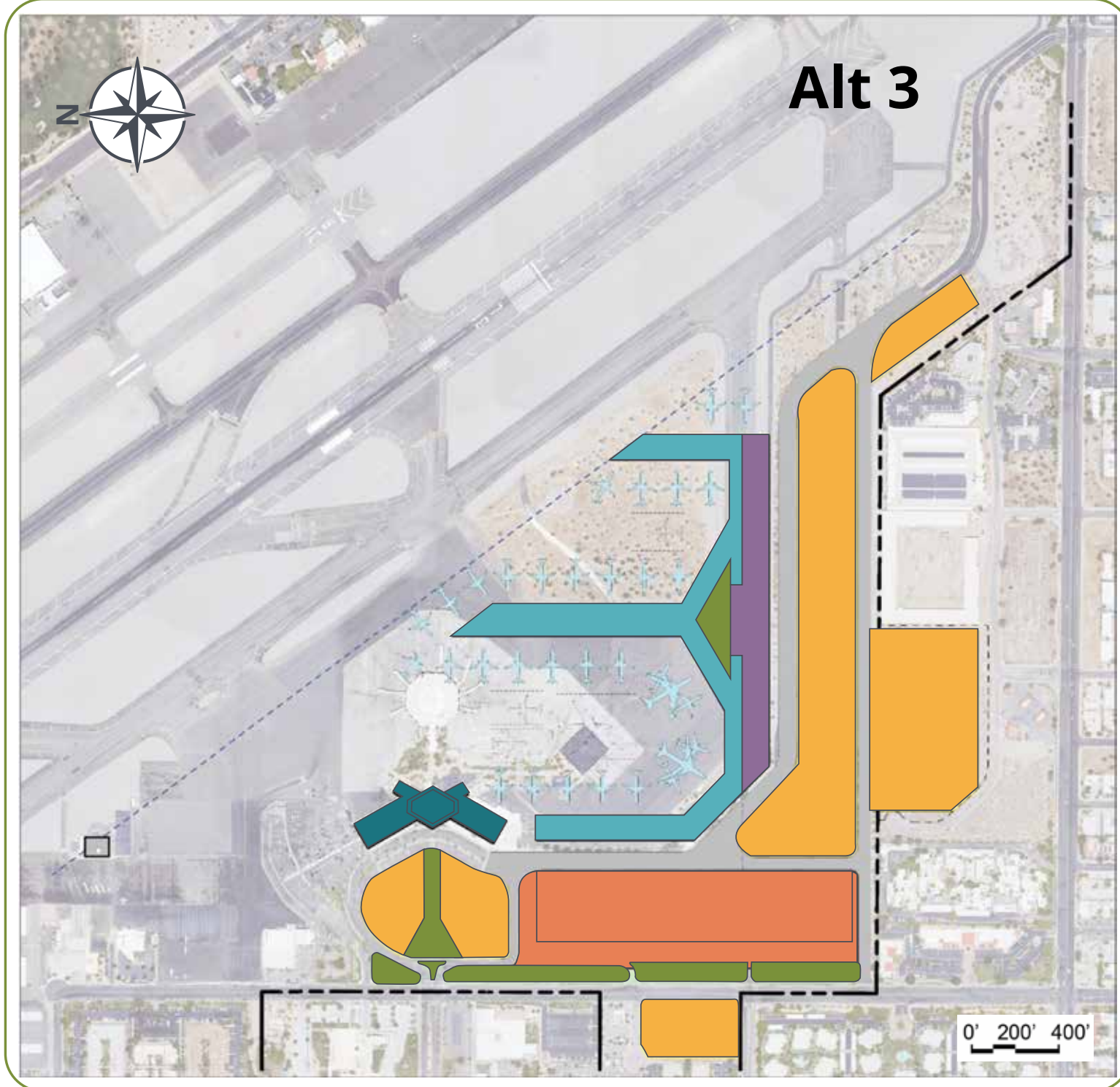
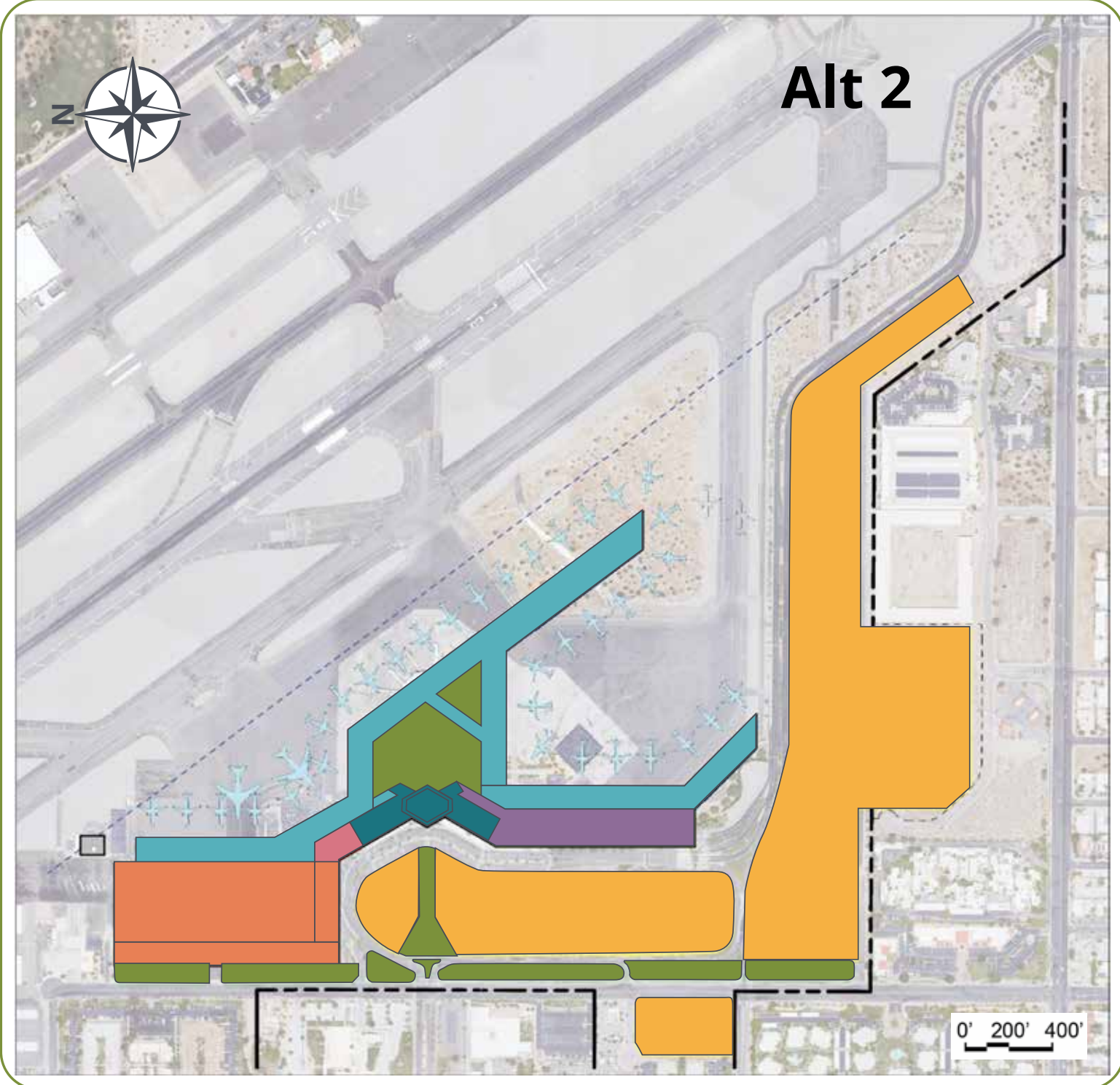
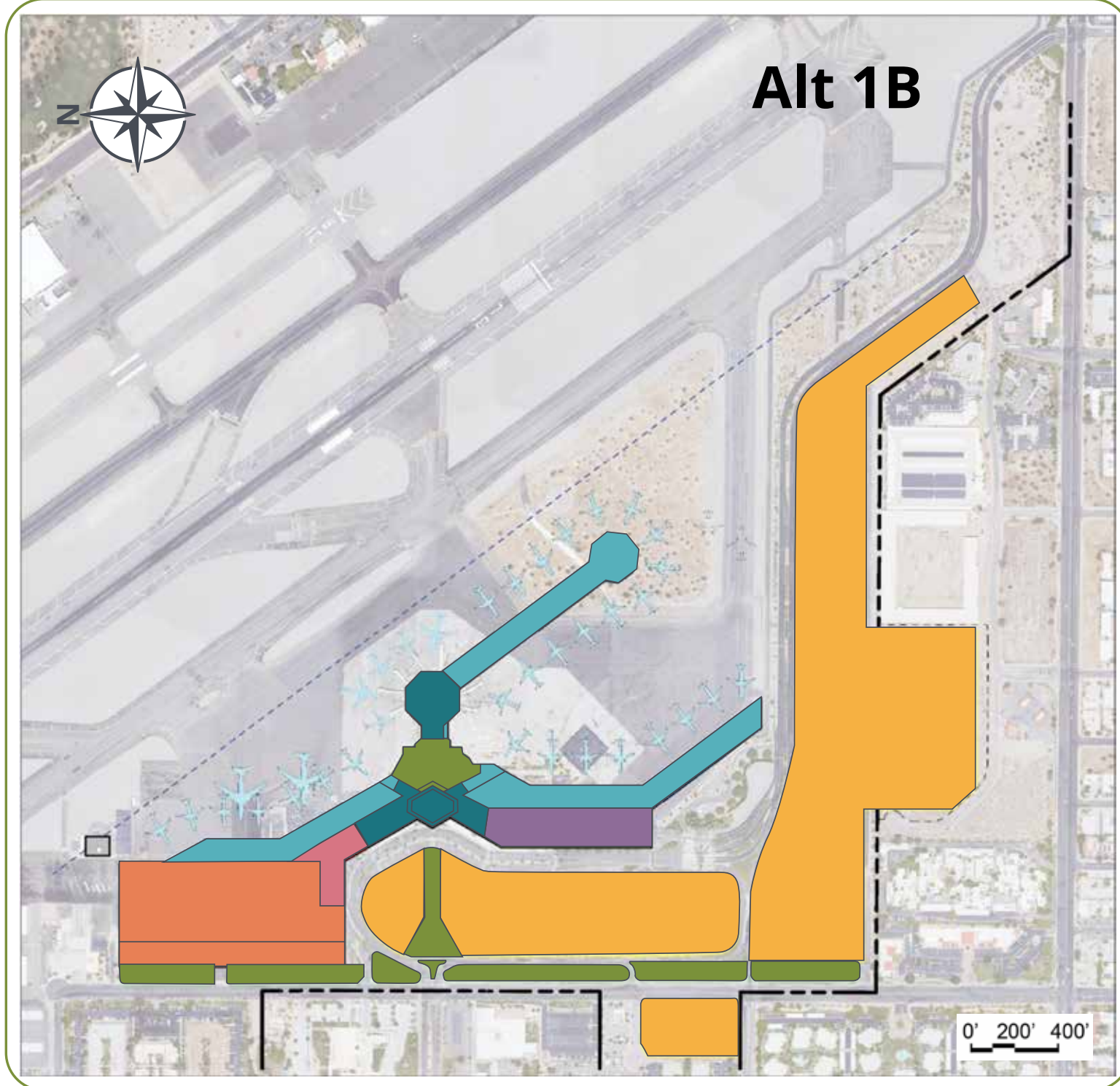
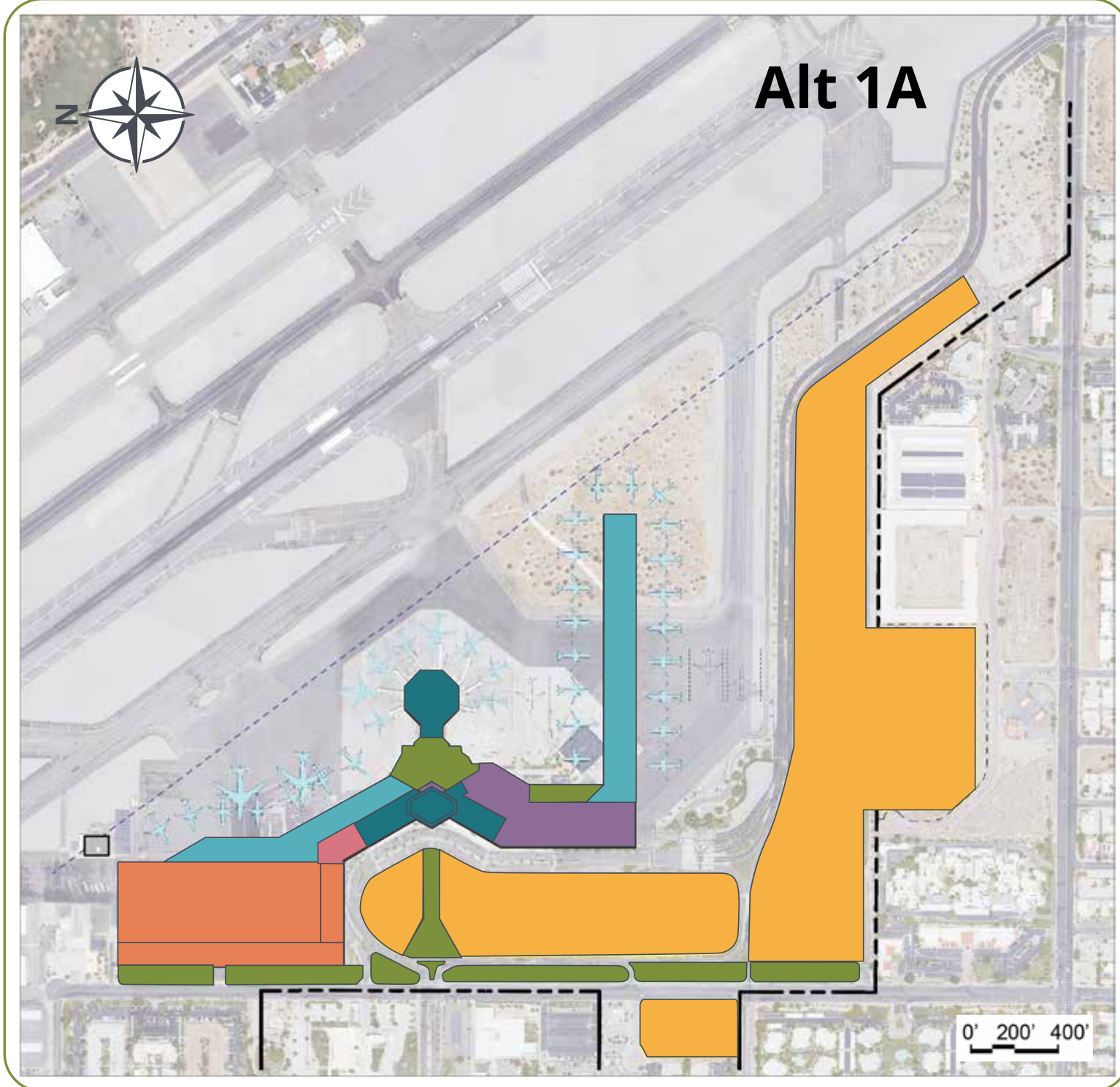
CONRAC: Consolidated Rental Car Facility



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- | | | |
|---|---|---|
| Existing to Remain | Concourse | Surface Parking |
| Terminal (Departures) | CONRAC | Property Line |
| | Courtyard | Future Property |

Alternatives Comparison



**Approach 1:
Maximum Reuse**

**Approach 2:
Partial Reuse**

**Approach 3:
Southern Development**

- Existing to Remain
- Concourse
- Surface Parking
- Terminal (Departures)
- CONRAC
- Property Line
- Terminal (Arrivals)
- Courtyard
- Future Property