

Master Plan Process

A methodical approach to ensure the best outcome.



Public Outreach



Working Group Meeting



Public Open House

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

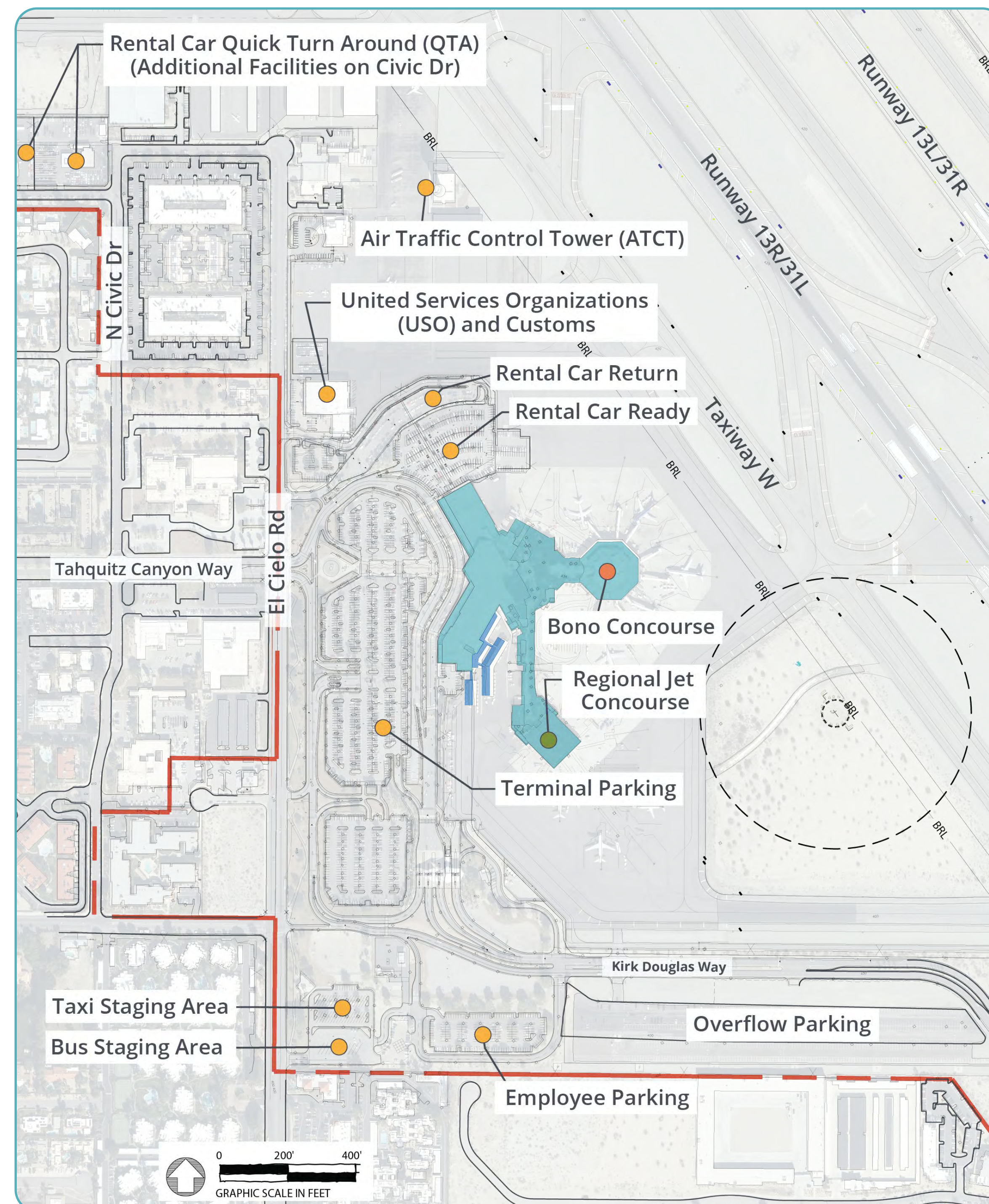
Hybrid Indoor/Outdoor Spaces

Geometric Expression of Bono

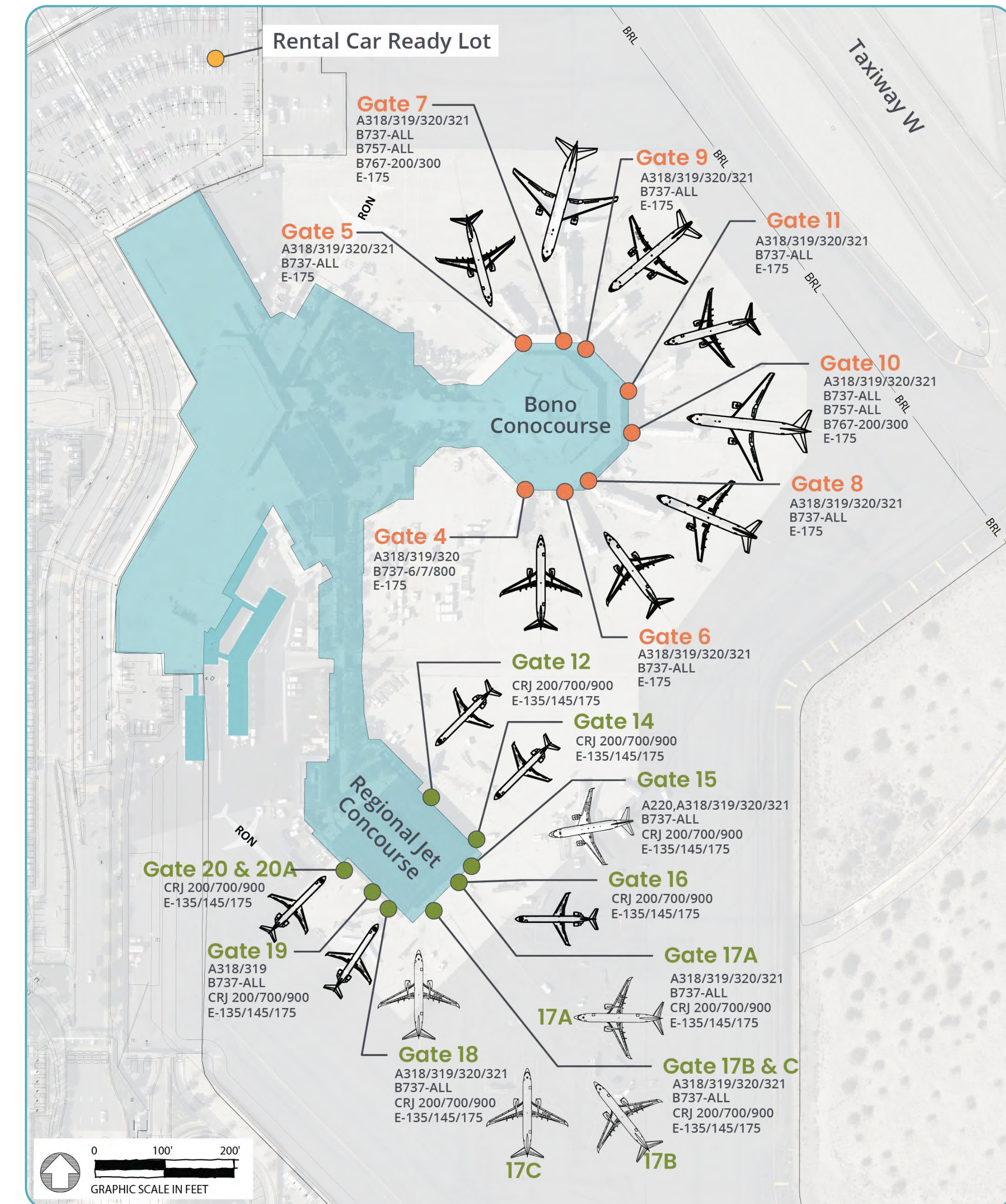
Inventory of Existing Conditions

Airport facilities pre- and post-security.

Terminal, Landside



Terminal, Airside

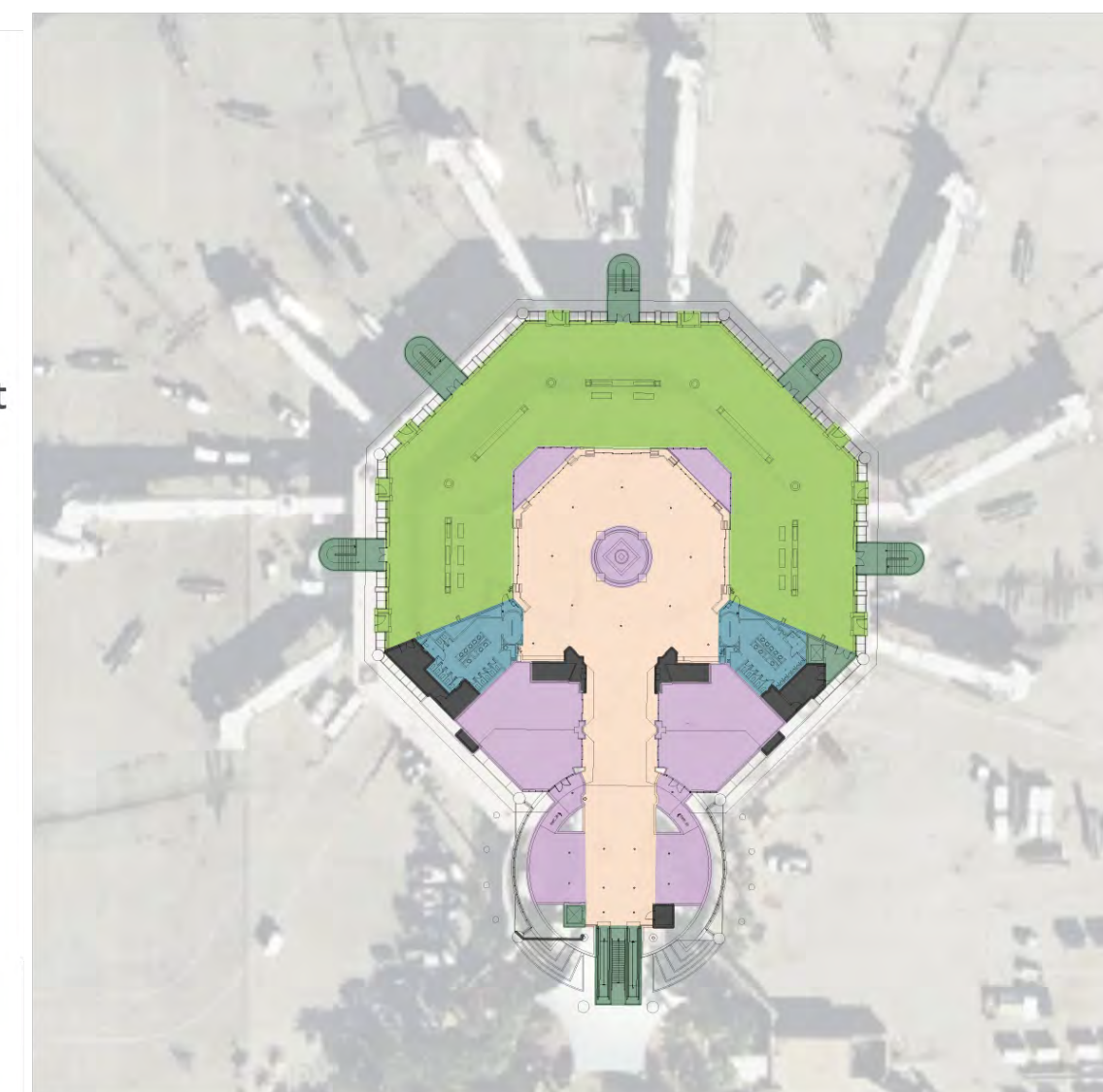


Inventory of Existing Conditions

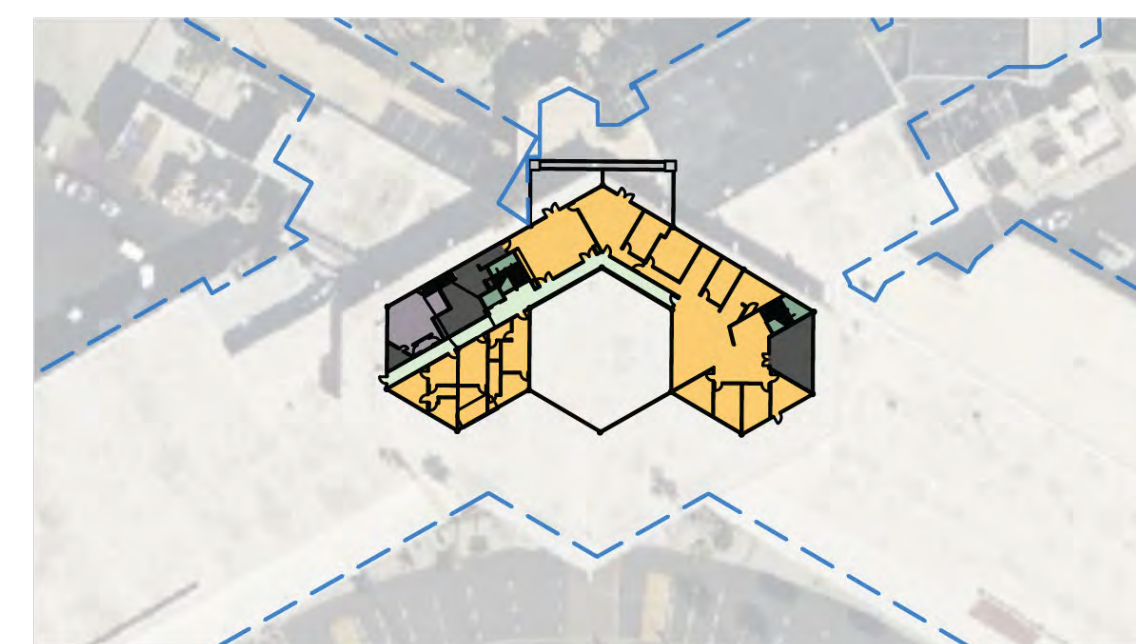
An in-depth look at terminal facilities.

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

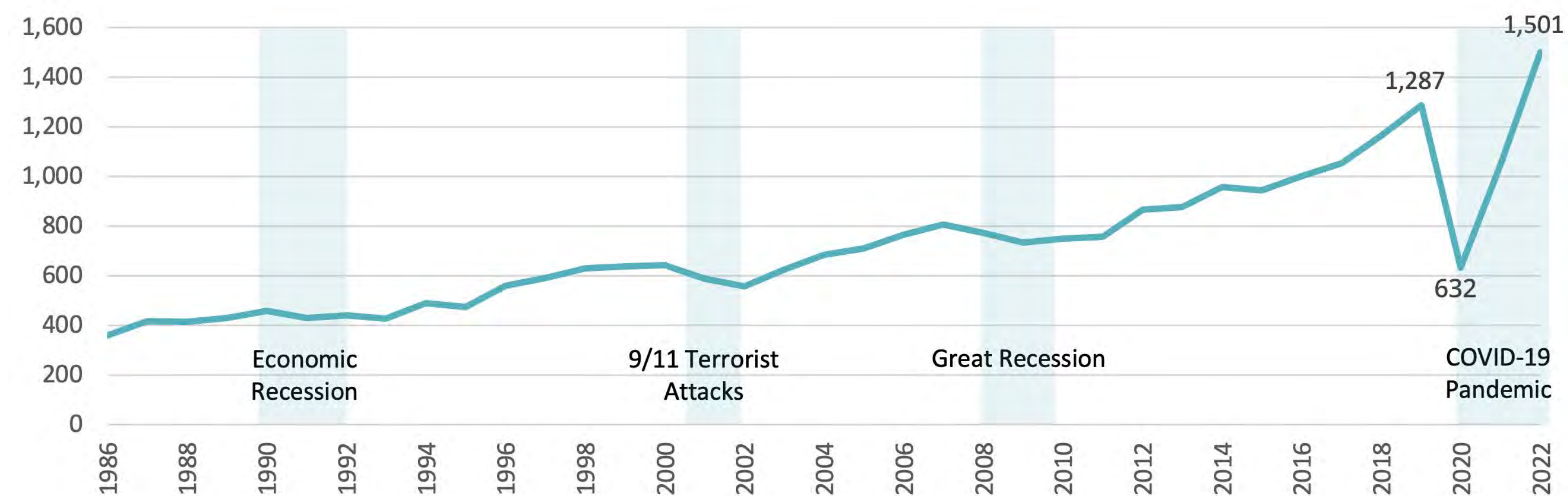


Terminal - Ground Level/First Floor

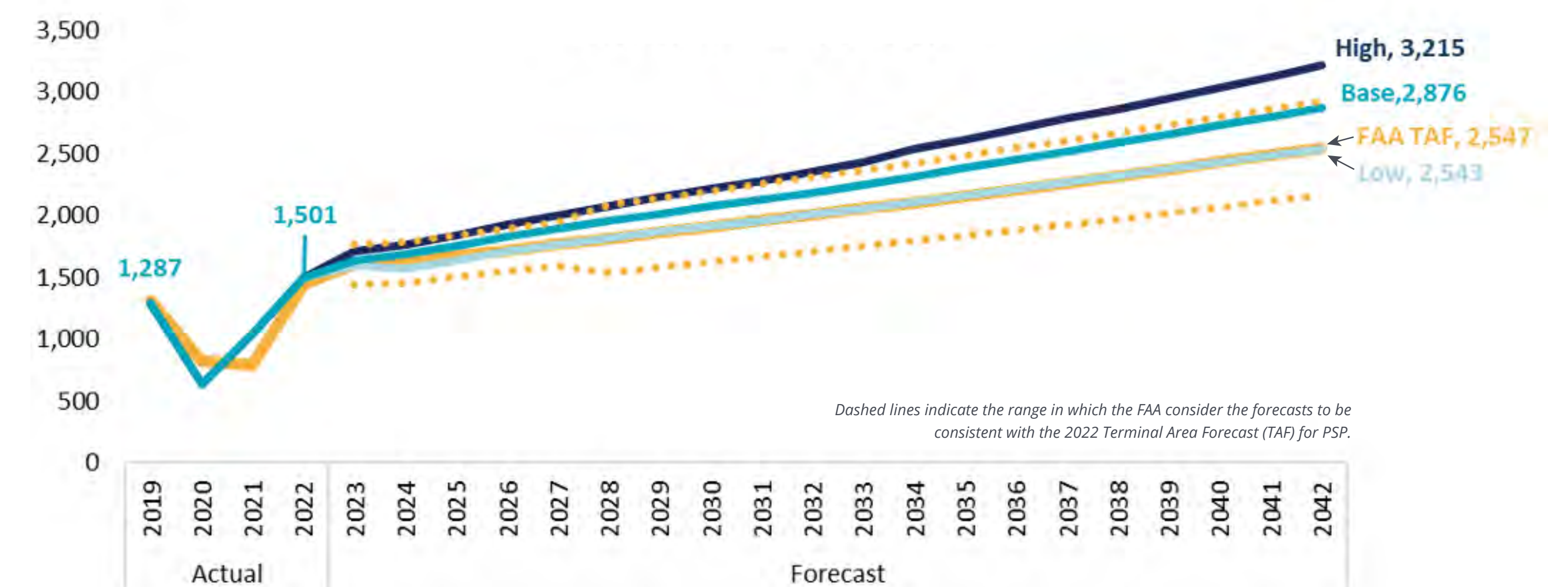
Aviation Activity Forecasts

Rapid growth means it's time to act.

Historic Enplanements (1,000s)



Forecasted Enplanements (1,000s)



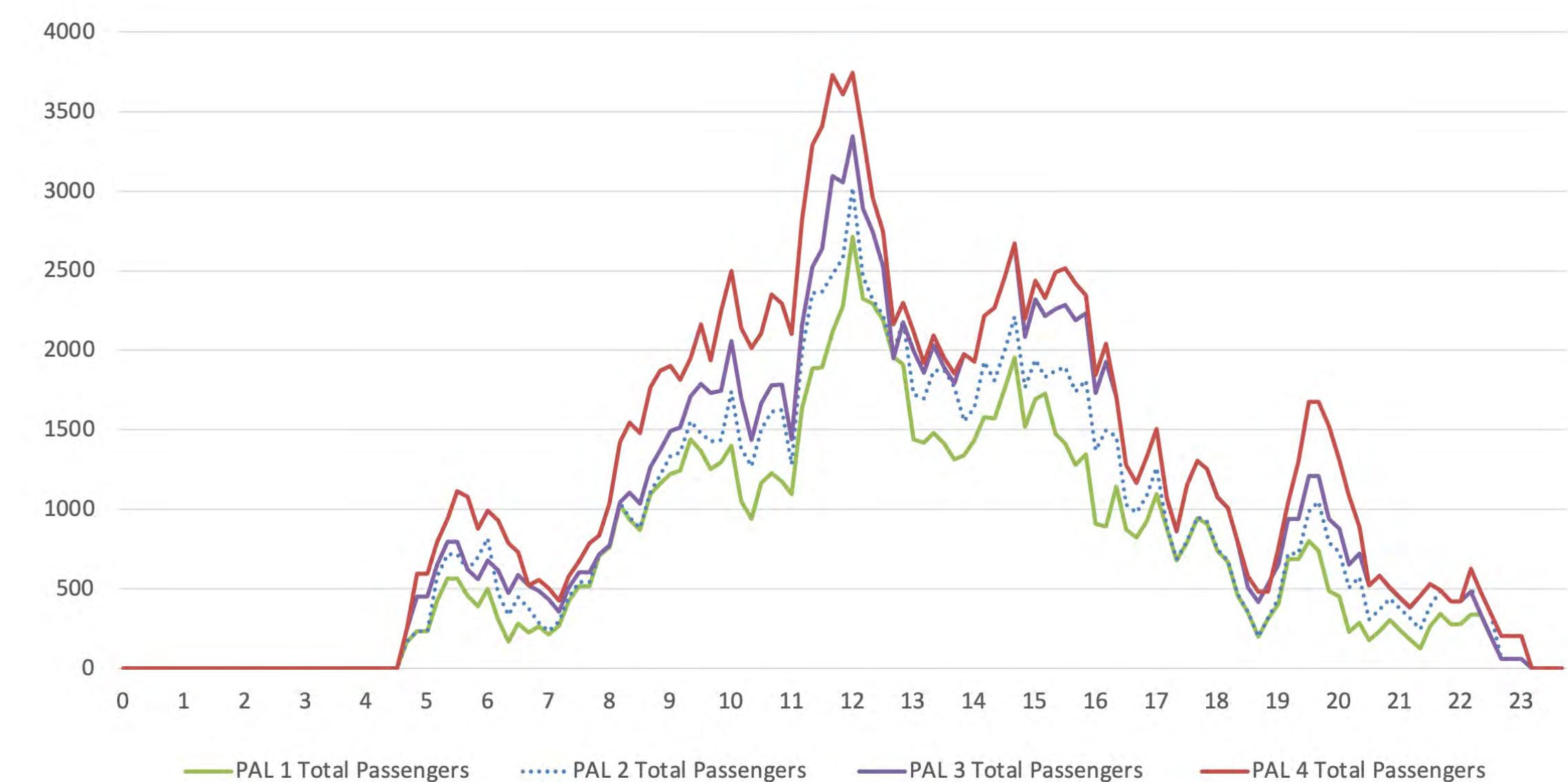
Legend

Enplanement: one passenger boarding one outbound flight at PSP

PAL: planning activity level

FAA TAF: Federal Aviation Administration Terminal Area Forecast

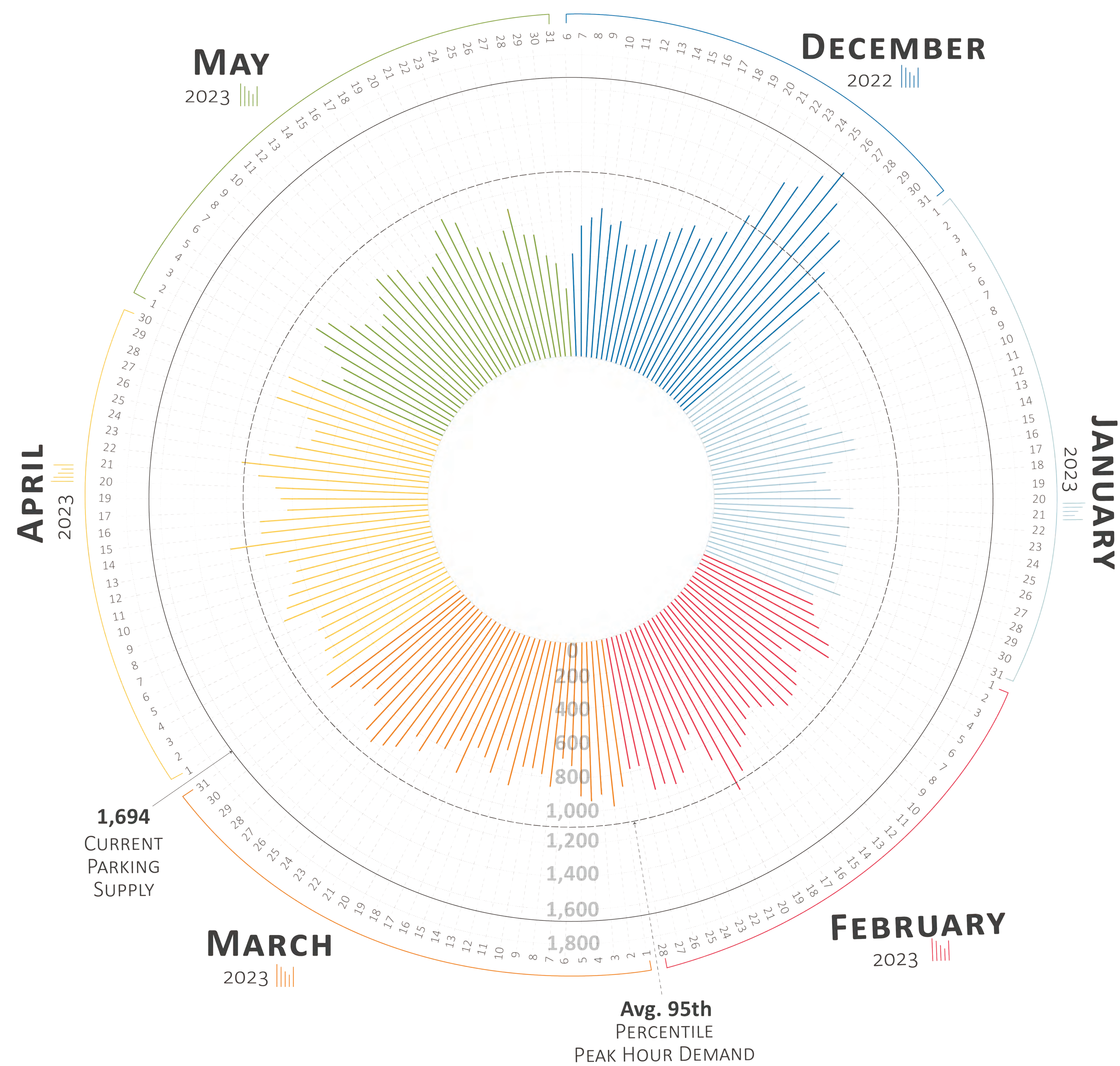
Peak Hour Total Passengers



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 1A: Preferred Terminal Alternative

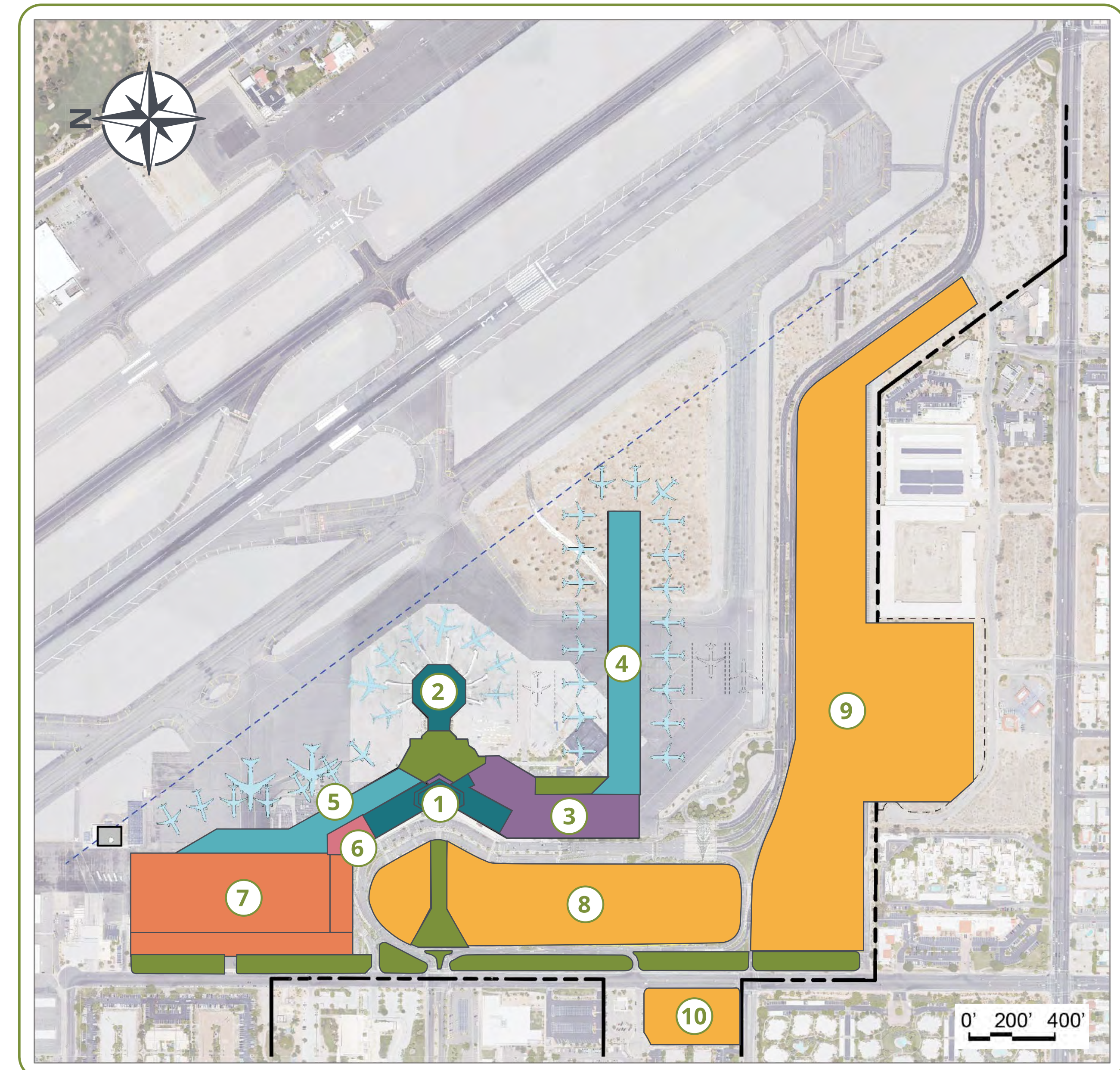
Maximizing use of existing facilities.

- 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 Rental Car Center (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)		Rental Car Center		Property Line
	Terminal (Arrivals)		Courtyard		Future Property

Terminal 1A Renderings

Multiple viewpoints of the terminal area.



Legend

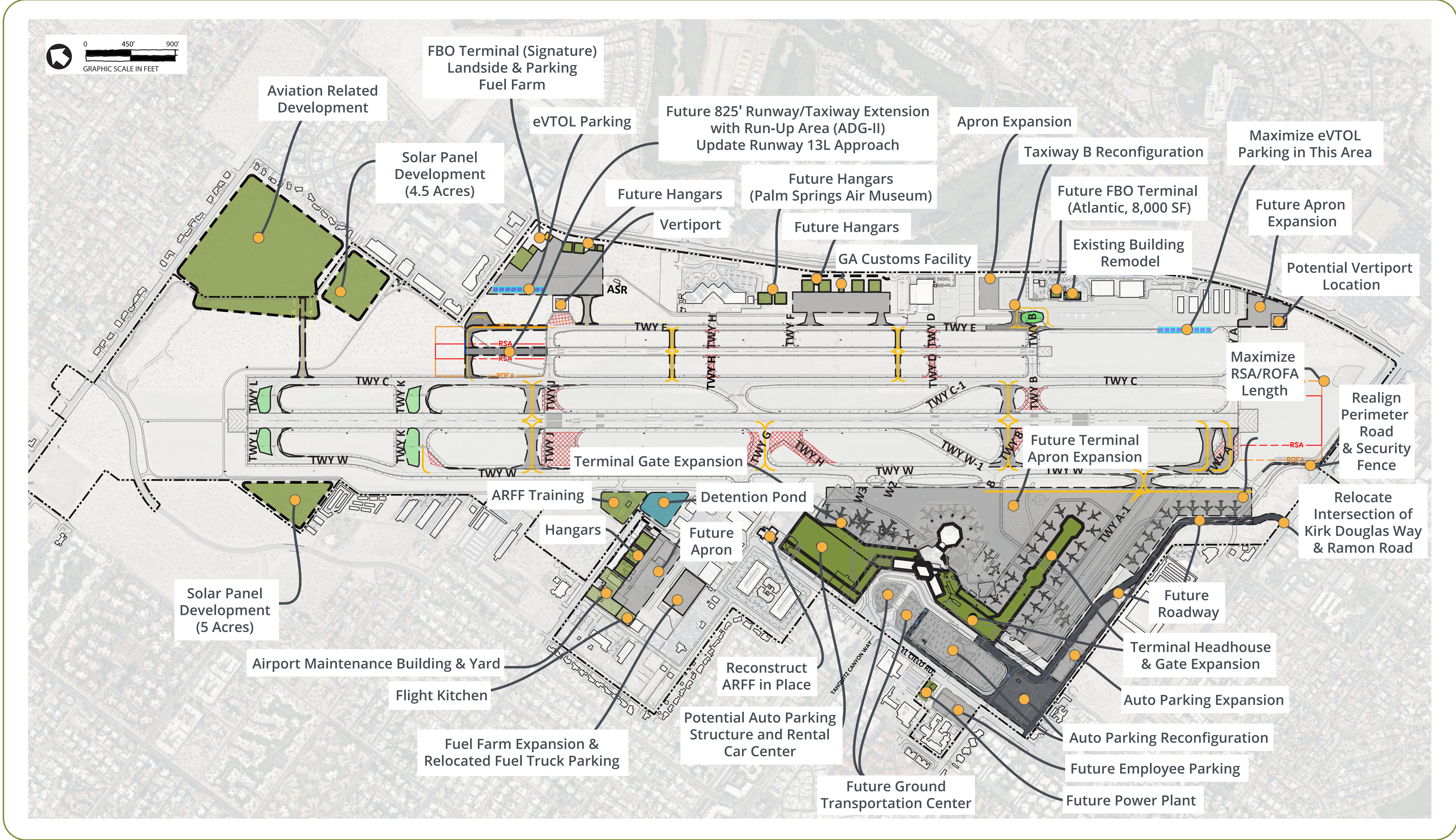


View with Rental Car Center and Terminal Expansion



Conceptual Development Plan

An overview of the entire airport property.



Estimated Terminal Program Schedule & Cost

A current timeline for terminal development.

