

# Chapter 7 – Facilities Implementation Plan



## INTRODUCTION

The long-term development program or Capital Improvement Program (CIP) for Palm Springs International Airport (PSP or the Airport) is intended to establish a high-level strategy to fund airport improvements and maximize the potential to receive federal and state grant funds, while also establishing a financially prudent plan for improvement funding on a local level. From the Federal Aviation Administration's (FAA's) perspective, the CIP provides a detailed listing of projects and costs that is critical for their use in establishing priorities and budgeting expenditures at this airport when compared with the needs of other airports. From the local sponsor's perspective, the CIP identifies improvement needs and allows decisions to be made with a comprehensive understanding of potential financial implications.

The overall concept is to maximize the opportunities to receive federal and state grants, within the context of, and in recognition of, the amount of local funds that are available for capital needs. Although the CIP will be used for programming by the FAA, there is no financial commitment for the federal government or the sponsor to provide funding for the CIP. If federal matching funds are unavailable for a certain project during the specified time frame, the project will almost certainly be unaffordable using only local money, and the improvement project will not go forward until appropriate funding is available.

The potential improvements necessary to accommodate the future needs of PSP have been placed into three phases: Phase I (0-5 years), Phase II (6-10 years), and Phase III (11-20 years). Additionally, two projects are included as post-planning in the case the Airport grows at a rate quicker than anticipated. The suggested program for the phasing of these projects is provided in **Table 7-1** through **Table 7-4**. The proposed improvements are also illustrated graphically by time period on **Figure 7-1** through **Figure 7-3**.

**Table 7-1: Phase I (0-5 Years) Development Program Project Costs**

CIP Project Number	Figure Label	Projected Fiscal Year	Project Name	Project Description	Estimated Total Project Costs
1	-	2025	Taxiway W and Taxiway A1 Rehabilitation (Construct)	Safety improvements/enhancements	\$14,000,000
2	-	2025	Construct Temporary FIS	Temporary FIS until FIS in CONRAC is constructed. Increase airfield capacity and passenger access.	\$7,000,000
3	-	2025	Ground Transportation Center (GTC) design/renovation	Includes new badging/testing offices.	\$1,000,000
4	-	2025	Shade installation – TNC & Taxi islands – design and install		\$500,000
5	-	2025	Convert vacant terminal space into a lounge		\$1,000,000
6	-	2025	Convert grass/turf areas to desert landscape Phase 1		\$300,000
7	-	2025	Installation of new public announcement system in terminal and concourses	Replaces or improves aging infrastructure.	\$250,000
8	-	2025	Terminal interior remodel/renovate/rehabilitation	Replaces or improves aging infrastructure.	\$500,000
9	-	2025	Bono Elevator Replacements	Replaces or improves aging infrastructure.	\$2,000,000
10	-	2025	Procure AWS screening equipment and any possible remodel/electrical		\$500,000
11	-	2025	Replace both Bono escalators	Replaces or improves aging infrastructure.	\$3,000,000
12	-	2025	Automated Exit Lane Design, Demo, and Installation		\$1,500,000
13	-	2025	Solid Waste Separator and Hazmat Storage – Design and Construct		\$500,000
14	-	2025	Microlight Upgrade	Replaces or improves aging infrastructure.	\$200,000
15	-	2025	Hangar 18 Outfall Repair by GA Hangars	Replaces or improves aging infrastructure.	\$500,000
16	-	2025	ARFF Station (Design)	Replaces or improves aging infrastructure.	\$3,500,000
17	-	2025	Environment Assessment for RCC Phase 1	EA for RCC Phase 1	\$500,000
18	-	2025	HVAC Infrastructure Replacement	Replaces or improves aging infrastructure (two boilers, three chillers and pumps).	\$3,000,000
19	-	2025	Main Terminal Loop Road and Kirk Douglas Way Crack Seal and Sealcoat	Replaces or improves aging infrastructure.	\$1,000,000
20	-	2025	WiFi outdoor	Innovation, technology, and customer experience	\$300,000
21	-	2025	Environmental Assessment for Terminal Phase 1	EA for Terminal Phase 1	\$500,000
22	-	2025	Main Terminal Wexler Façade Restoration	Historical preservation and rehabilitation	\$1,500,000
23	-	2025	Airport Monument Signs Replacement	Replaces or improves aging infrastructure	\$1,000,000
24	-	2026	Terminal Restroom Remodel – Construction – Phase 1 (Bono & Courtyard)	Replaces or improves aging infrastructure	\$10,000,000
25	-	2026	Remain Overnight (RON) Parking (Design and Construct)	Increases airfield capacity and passenger access.	\$10,000,000
26	-	2026	Baggage Claim Phase 1		\$22,500,000
27	-	2026	Outbound Baggage Handling System and Terminal Expansion (Construct) Phase 1	Increase airfield capacity and passenger access.	\$32,500,000
28	-	2026	Employee Parking Lot, Economy Lot, and Lot A (Construct)	Replaces or improves aging infrastructure.	\$10,000,000
29	-	2026	Runway 13R/31L Rehabilitation and Taxiway A & Taxiway J	Safety improvements/enhancements	\$3,000,000
30	-	2026	New Fire Alarm System – Main Terminal (minus ticketing), Bono Terminal, RJ Terminal	Safety improvements/enhancement and improves compliance with ADA	\$500,000
31	-	2026	RCC Phase 1 (Design)	Design Phase 1 of the RCC.	\$32,224,104
32	-	2026	Terminal Interior Remodel/Renovate/Rehabilitation	Replaces or improves aging infrastructure.	\$500,000
33	-	2026	Perimeter Fence Rehabilitation/Security Enhancements – Phase 1	Replaces or improves aging infrastructure	\$1,000,000
34	-	2026	Terminal Phase 1 (Design Only)	Design Phase 1 of the Terminal	\$66,997,541
35	-	2026	Conver Airport Vehicles to Zero Emissions	Improves sustainability and energy efficiency.	\$210,000

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CIP Project Number	Figure Label	Projected Fiscal Year	Project Name	Project Description	Estimated Total Project Costs
36	-	2026	Outbound Baggage Handling System and Terminal Expansion – Phase 2 (Construct)	Increase airfield capacity and passenger access.	\$32,500,000
37	1	2027	Taxiway A Reconfiguration	Reconfigures Taxiway A to a 90-degree connection. Adds an additional connector as a bypass connector.	\$30,000,000
	2	2027	Taxiway J Reconfiguration	Relocate Taxiway J to the north to eliminate existing hot spot. Demo existing pavement.	
38	-	2027	Airport Drainage Master Plan and/or project to address drainage		\$5,000,000
39	-	2027	Parking Revenue System – Phase 2	Innovation, technology, and customer experience.	\$500,000
40	-	2027	Terminal Restroom Remodel – Phase 2 (Construct)	Replaces or improves aging infrastructure in Wexler Terminal.	\$5,000,000
41	-	2027	Perimeter Fence Rehabilitation/Security Enhancements – Phase 2	Replaces or improves aging infrastructure.	\$1,000,000
42	-	2027	Terminal Interior Remodel/Renovate/Rehabilitation	Replaces or improves aging infrastructure.	\$500,000
43	-	2027	Main Terminal Roof Rehabilitation (Design & Construct)	Replaces or improves aging infrastructure.	\$500,000
44	-	2027	Rubber Removal/Paint Removal Equipment	Safety improvements/enhancements	\$1,000,000
45	-	2027	Rehabilitate Taxilane G	Safety improvements/enhancements	\$1,000,000
46	-	2027	Crack seal and Sealcoat Runway 13L/31R	Safety improvements/enhancements	\$650,000
47	-	2027	Convert Airport Vehicles to Zero Emissions	Improves sustainability and energy efficiency	\$210,000
48	3	2028	Signature Terminal and Apron Relocation	Relocate Signature’s terminal and aircraft parking apron to 10-acre site on the east side of the airfield. Includes a new transient hangar and small fuel farm.	\$58,937,500
49	4	2028	RCC – Phase 1 (Construct)	Construct Phase 1 of RCC.	\$290,016,936
50	5	2028	Land Acquisition – 8-acre Parcel South of Airport Between Kirk Douglas Way and Ramon	Acquire land adjacent to Ramon Road. A potential site for RCC Phase 2.	\$10,780,000
51	-	2028	Rehabilitate Commercial Aircraft Parking Apron Around Concourses	Full rehab of asphalt around concourses (approximately 657,000 square feet).	\$22,000,000
52	-	2028	Main Terminal Loop Road and Kirk Douglas Way Rehabilitation	Replaces or improves aging infrastructure.	\$3,000,000
53	-	2028	Bono Tent Roof Replacement	Replaces or improves aging infrastructure.	\$2,000,000
54	-	2028	ASOS Replacement	Replaces or improves aging infrastructure.	\$500,000
55	-	2028	Conference/Meeting Rooms	Innovation, technology, and customer experience	\$100,000
56	-	2028	Terminal Interior Remodel/Renovate/Rehabilitation	Replaces or improves aging infrastructure.	\$500,00
57	-	2028	Redesign VIP to expand ALT Control Center and Incorporate Landside Operations	Replaces or improves aging infrastructure.	\$2,500,000
58	6	2028	Airport Maintenance Facility – Phase 1	Relocate airport maintenance yard to the corner of E Alejo Road and N Civic Drive. Maintain approximately same size (1.1 acres with 5,600 square foot building)	\$5,000,000
59	7	2029	Terminal Expansion – Phase 1 (Construct)	Construct Phase 1 of Terminal expansion.	\$364,873,194
60	-	2029	New Operations Control Center	Replaces or improves aging infrastructure.	\$2,500,000
61	-	2029	ADA Improvements – Hearing, Sight, Sensory, Mobility Impaired	Safety improvements/enhancements and improves compliance with ADA	\$750,000
62	-	2029	New 1,500 Gallon ARFF Apparatus	Replaces or improves aging infrastructure	\$800,000
63	8	2029	Relocate Fuel Truck Parking	Relocate fuel trucks adjacent to fuel farm to improve circulation for new maintenance facility and flight kitchen.	\$1,502,900
64	9	2029	Solar Panel Development – Phase 1	Improves sustainability and energy efficiency (approximately 5-acres)	\$5,000,000
65	-	2029	Terminal Interior Remodel/Renovate/Rehabilitation	Replaces or improves aging infrastructure.	\$500,000

**Source:** Mead & Hunt, 2024.

**Note:** Phase I: 2024-2029; Project costs in 2024 dollars.

**Table 7-2: Phase II (6-10 Years) Development Program Project Costs**

CIP Project Number	Figure Label	Projected Fiscal Year	Project Name	Project Description	Estimated Total Project Costs
66	10	2030	ARFF Station (Construct)	Replaces or improves aging infrastructure. Requires temporary fire station. Assumes ARFF and City Firestation continue to be co-located.	\$35,000,000
67	11	2030	Taxiway D, B, and H reconfigurations	Relocate Taxiways D & H connectors on Runway 13R/31L. Reconfigure Taxiway B to eliminate hot spot.	\$4,410,300
68	-	2030	Rehabilitate Taxiway C and E	Safety improvements/enhancements	\$20,000,000
69	-	2030	Crack Seal and Sealcoat Taxiway A1 and W	Safety improvements/enhancements	\$1,000,000
70	-	2030	Inter-Modal Transportation Facility	Increase airfield capacity and passenger access	\$50,000,000
71	12	2031	GA Customs Facilities	Construct new GA customs facility on east side of airfield between Palm Springs Air Museum and SkyWest Maintenance. Includes aircraft parking apron.	\$10,314,100
72	-	2031	Demo Dilapidated Hangars/Buildings (3)	Replaces or improves aging infrastructure.	\$8,000,000
73	13	2031	Fight Kitchen	New flight kitchen adjacent to Taxilane G. Approximately 14,500 square feet.	\$12,333,800
74	-	2031	Covered Solar Public Parking	Improves sustainability and energy efficiency.	\$5,000,000
75	-	2032	Crack Seal and Sealcoat Runway 13R/31L and Taxiways A & J Connectors	Safety improvements/enhancements	\$2,000,000
76	-	2032	Convert Grass/Turf Areas to Desert Landscape – Phase 2		\$300,000
77	-	2033	Alejo Lot Upgrades	Replaces or improves aging infrastructure.	\$100,000
78	-	2033	Landside Wayfinding Improvements	Improves sustainability and energy efficiency.	\$1,000,000
79	-	2034	Repave Lots “A” an through “D”	Replaces or improves aging infrastructure.	\$3,000,000
80	14	2030-2034	Address ROFA to Meet Standards for Runway 13R/31L	Relocate existing service road and perimeter fence. Relocate Kirk Douglas Way intersection with Ramon Road.	\$2,731,300
81	15	2030-2034	Airport Maintenance Facility – Phase 2	Relocate airport maintenance yard to corner of E Alejo Road and N Civic Drive. Maintain approximately same size (1.1-acres with 5,600 square foot building).	\$5,000,000
82	16	2030-2034	Taxiways G and H Reconfigurations	Reconfigure Taxiway G and remove western portion of Taxiway H as it connects to Runway 13R/31L.	\$4,890,200
83	17	2030-2034	Taxiways K and L Pavement Re-markings	Addresses non-standard taxiway condition (wide expanses of pavement). Islands to be painted on pavement.	\$663,500
84	-	2030-2034	Runway 13L/31R Rehabilitation (Construct)	Safety improvements/enhancements.	\$4,000,000
85	18	2030-2034	Vertiports and Electric Aircraft Parking Positions	Innovation, technology, and customer experience.	\$125,800
86	19	2030-2034	Atlantic Aviation Apron Expansion – South Leasehold	Expansion of Atlantic Aviation’s aircraft parking apron to the south within existing leasehold. Approximately 122,500 square feet.	\$6,163,300
87	20	2030-2034	Land Acquisition Parcel Northeast of Airport	Acquire parcel for future aviation related development.	\$17,000,000
88	21	2030-2034	Construct Taxiway for Future Aviation Related Development	Construct future ADG-III taxiway to connect Taxiway C to future aviation related development.	\$2,484,600
89	22	2030-2034	Apron Expansion Adjacent to Taxilane G	Convert existing fuel truck parking to aircraft apron parking adjacent to Taxilane G (6.4 acres).	\$32,060,200
90	23	2030-2034	Hangar Construction Adjacent to Relocated Signature FBO	Construct 2 100’ x 100’ Hangars adjacent to Relocated Signature FBO.	\$16,171,900
91	24	2030-2034	Hangar Construction Adjacent to Taxilane G	Construct 3 150’ x 150’ Hangars adjacent to Taxilane G.	\$50,312,500
92	25	2030-2034	Signature Fuel Farm Expansion	Expansion of fuel farm. Potential for SAF tanks (0.2 acres).	\$8,152,500
93	26	2030-2034	Atlantic Aviation Apron Expansion – North Leasehold	Expansion of Atlantic Aviation’s aircraft parking apron to the north within existing leasehold. Approximately 43,500 square feet.	\$2,814,000
94	27	2030-2034	Atlantic Aviation Terminal Expansion & Building Remodel	New 8,000 square feet terminal and remodel existing building.	\$7,130,000
95	28	2030-2034	Solar Panel Development – Phase 2	Improves sustainability and energy efficiency (4.5 acres).	\$5,000,000

**Source:** Mead & Hunt, 2024.

**Note:** Phase II: 2030-2034; Project costs in 2024 dollars.

Table 7-3: Phase III (11-20 Years) Development Program Project Costs

CIP Project Number	Figure Label	Projected Fiscal Year	Project Name	Project Description	Estimated Total Project Costs
96	29	2035-2044	Terminal Expansion – Phase 2 (Construct)		
			Main Terminal Access Road Crosswalk Improvements	Replaces or improves aging infrastructure.	\$1,1145,490,054
			Vehicle Surface Parking	Adjustments to vehicle surface parking after roadway reconfiguration.	
			Headhouse & New Southern Concourse	The existing checked bag inspection system will remain in its current location.	
			Dual Group III Taxilane & Relocate RON Parking	Will be constructed on both sides of the pier.	
97	-	2035-2044	Environmental Assessment for RCC – Phase 2	EA for RCC Phase 2.	\$500,000
98	-	2035-2044	RCC Design – Phase 2	Design Phase 2 of RCC.	\$17,902,280
99	30	2035-2044	RCC Construct – Phase 2	Construct Phase 2 of RCC.	\$161,120,520
100	31	2035-2044	Terminal Expansion – Phase 3 (Construct)	South pier expansion (extends to the east) and aircraft parking apron (will need to be on both sides of the pier; 27-29 narrowbody).	\$93,188,731
101	32	2035-2044	East Side Hangars and Landside Access	Construct 2 150’ x 150’ hangars and 4 100’ x 100’ hangars on parcel between Palm Springs Air Museum & SkyWest Maintenance.	\$66,843,800
102	33	2035-2044	East Side Hangars Apron	Construct aircraft parking apron between Palm Springs Air Museum and SkyWest Maintenance.	\$13,476,600
103	34	2035-2044	Runway 13L/31R & Taxiway E Extension	Extend Runway 13L/31R 825 feet to the north. Add new entrance/exit connectors and new runup area.	\$6,805,800
104		2035-2044	Taxiway Removal	Remove existing runup area.	\$989,200
105	35	2035-2044	Airport Maintenance Facility – Phase 3	Relocate airport maintenance yard to corner of E Alejo Road and N Civic Drive. Maintain approximately same size (1.1 acres with 5,600 square foot building).	\$5,000,000
106	-	2035-2044	Convert Grass/Turf Areas to Desert Landscape – Phase 3		\$300,000
107	-	2035-2044	Crack Seal and Sealcoat Taxiways A1 & W	Safety improvements/enhancements.	\$1,000,000
108	-	2035-2044	Crack Seal and Sealcoat Runway 13R/31L and Taxiway Connectors	Safety improvements/enhancements.	\$3,000,000
109	-	2035-2044	Crack Seal and Sealcoat Runway 13L/31R and Taxiway Connectors	Safety improvements/enhancements.	\$1,000,000

Source: Mead & Hunt, 2024.  
Note: Phase III: 2035-2044; Project costs in 2024 dollars.

Table 7-4: Post-Planning Program Project Costs

CIP Project Number	Figure Label	Projected Fiscal Year	Project Name	Project Description	Estimated Total Project Costs
110	36	2045+	Terminal Expansion – Phase 4	South pier expansion (expands to the east), aircraft parking apron (will need to be on both sides of the pier; 32 -34 narrowbody)	\$89,779,568
111	37	2045+	Aviation Related Development	Future aviation related development.	TBD

Source: Mead & Hunt, 2024.  
Note: Phase III: 2035-2044; Project costs in 2024 dollars.

Figure 7-1: Phasing Plan - Near Term Projects (2025-2029)

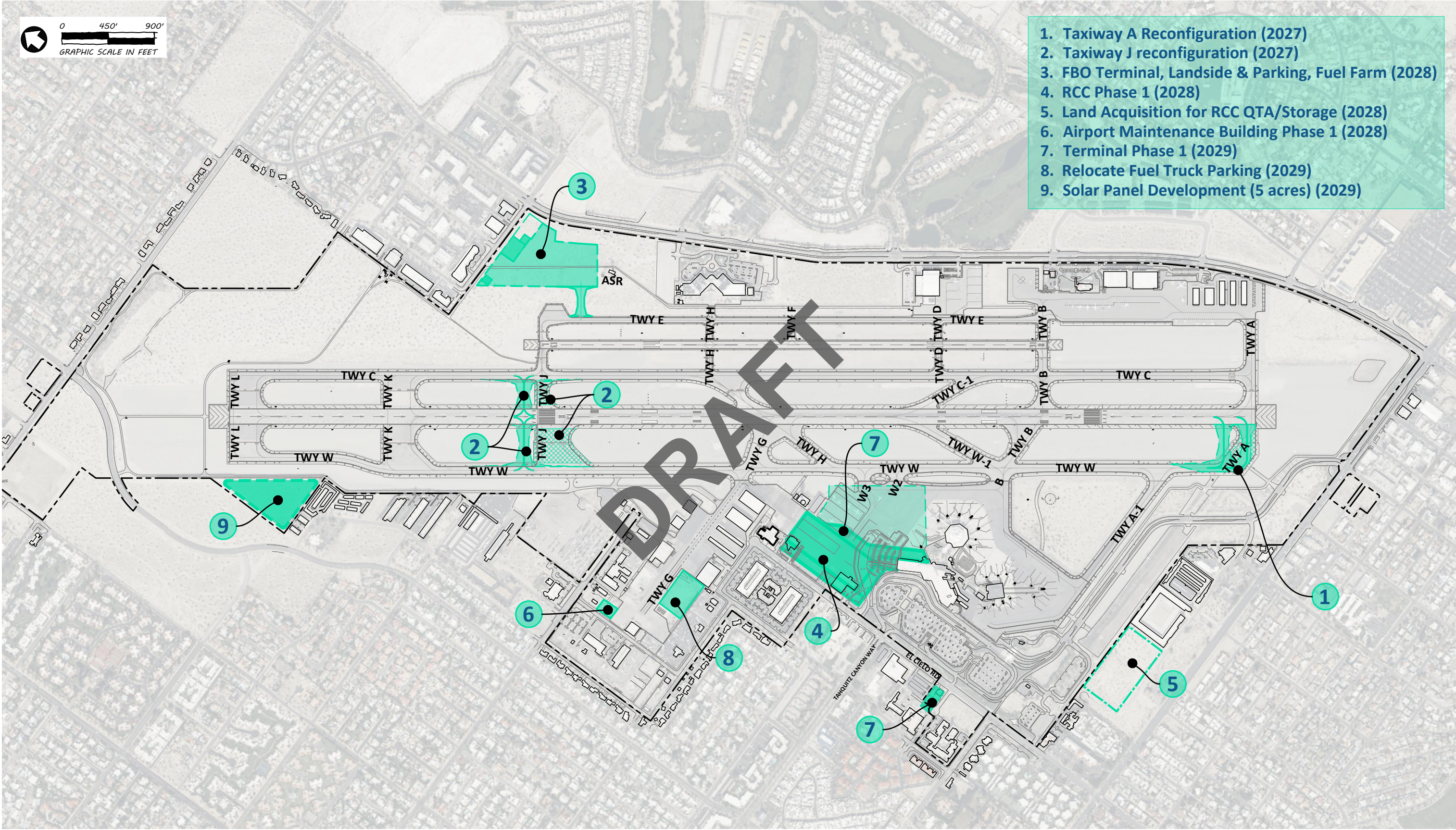


Figure 7-2: Phasing Plan - Mid Term Projects (2030-2034)

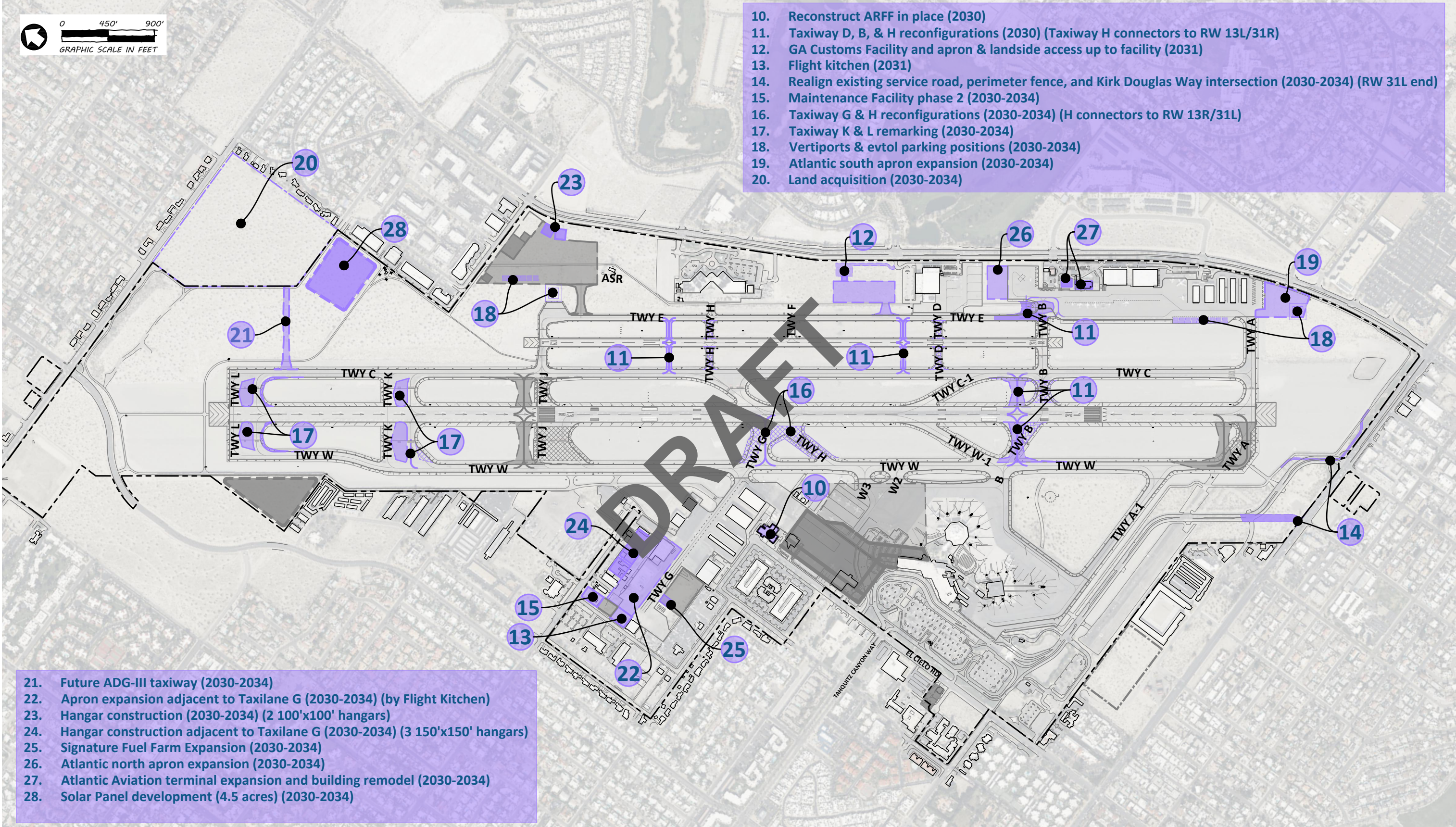
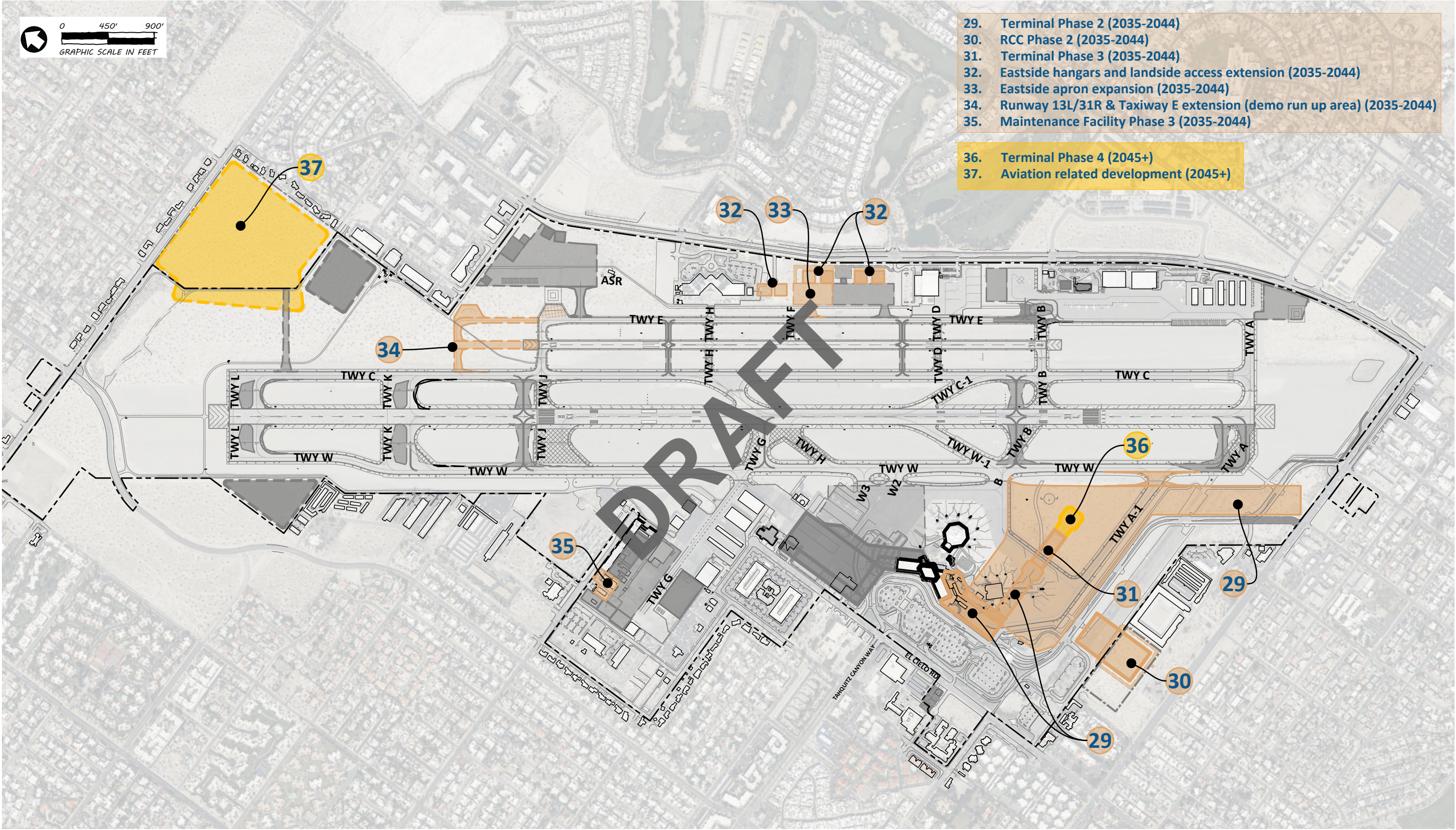


Figure 7-3: Phasing Plan - Long Term Projects (2035-2044) and Post Planning



## CAPTIAL IMPROVEMENT PROGRAM

To assist in preparation of the FAA's effort to provide grant funding to the most needed projects, airport management keeps a CIP, similar in format to the tables presented above, on file and up to date with the FAA. The purpose of the proposed project list, phasing, and costs is to provide a progressive projection of capital needs, which can then be utilized in local and federal financial programming. It is understood that, as soon as this long-range planning document is published, the project list starts to be out of date; therefore, it will always differ to some degree with the Airport's CIP on file with the FAA.

## PHASING

To supplement the information provided by the project list and project cost estimates, a phasing illustration has been prepared. The phasing graphics presented above, indicate the suggested phasing for the proposed improvement projects throughout the 20-year planning period.

The plans represent a suggested schedule, but variance from it will almost certainly be necessary, especially during the latter time periods. Attention has been given to the first five years because the projects outlined in this time frame include many critical improvements. The demand for certain facilities, especially in the latter time frame, and the economic feasibility of their development are to be the prime factors influencing the timing of individual project construction. Care must be taken to provide for adequate lead time for detailed planning and construction of facilities in order to meet aviation demands. It is also important to minimize disruptive scheduling, where a portion of the facility may become inoperative due to construction, and to prevent extra costs resulting from improper project scheduling.

## SOURCES OF CAPITAL FUNDING

The development of the Master Plan CIP is anticipated to be funded from several sources. These sources include FAA Airport Improvement Program entitlement and discretionary grants, special purpose local option sales tax, rental car customer facility charges, state aviation grants, net operating cash flow/cash reserves and other funding (including revenue bonds). Each of these sources of funds is described in detail in the following chapter entitled **Financial Feasibility Analysis**.

## SUMMARY

If aviation demands continue to indicate that improvements are needed, and if the proposed improvements prove to be environmentally acceptable, the capital improvement financial implications discussed previously and in the following chapter are likely to be acceptable for the FAA and the Airport Sponsor. However, it must be recognized that this is only a programming analysis and not a commitment on the part of the FAA or the Airport Sponsor. If the cost of an improvement project is not financially feasible, it will not be implemented.