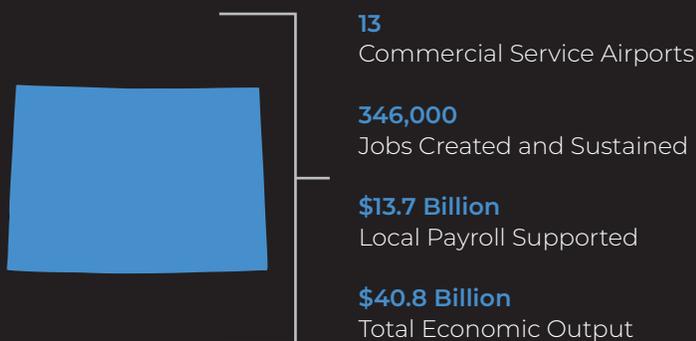


Colorado Airports are Terminally Challenged

Just like airports across the country, Colorado airports face unprecedented infrastructure challenges that threaten their ability to remain competitive and globally connected.



Infrastructure Needs of Colorado Airports 2019 - 2023

\$3.5 Billion

Job Creation Potential

76,000 Jobs

Maxed Out Airports

When the Passenger Facility Charge (PFC) user fee is maxed out, airports aren't able to fund needed infrastructure projects that help the airport keep pace with growth in passenger and cargo volume.

COLORADO AIRPORTS PFC CONSTRAINED UNTIL

Telluride Regional	2019
Aspen-Pitkin County	2019
Montrose Regional	2020
City of Colorado Springs Municipal	2021
Gunnison-Crested Butte Regional	2023
Cortez Municipal	2025
Denver International	2029
Durango-La Plata County	2029
San Luis Valley Regional/Bergman Field	2034
Pueblo Memorial	2036
Eagle County Regional	2036
Grand Junction Regional	2036
Yampa Valley	2039

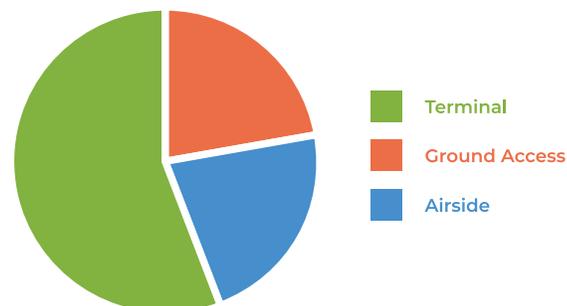
Learn more at airportscouncil.org >>

U.S. Airport Infrastructure Needs Near \$130 Billion

While passenger and cargo traffic through airport facilities continues to grow at a record pace, our outdated aviation infrastructure is not keeping up with demand. As a result, far too many airports around the country are overcrowded and cramped. America's airports require more than \$128 billion in infrastructure upgrades by 2023.

Airport Needs by Project

At nearly 56 percent, terminal projects account for the largest share of infrastructure needs of all airports for 2019 through 2023. Such projects are needed to accommodate more passengers and larger aircraft, implement new security requirements, facilitate increased competition among airlines, and enhance the passenger experience.



Addressing the Infrastructure Funding Shortfall for All U.S. Airports

With America's airports facing more than \$128 billion in new infrastructure needs across the system and a debt burden of \$91.6 billion from past projects, it is time to find the means to rebuild our nation's aviation infrastructure and improve the passenger experience for millions of travelers.

Modestly adjusting the outdated federal cap on local PFCs would allow airports to take control of their own investment decisions and become more financially self-sufficient. Airports could build the appropriate facilities like terminals, gates, baggage systems, security checkpoints, roadways, and runways – to meet the travel demands and customer expectations of their community.