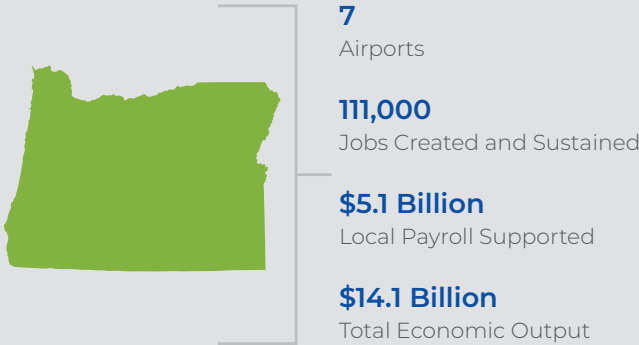




U.S. Airport Infrastructure Needs // 2025 – 2029

MODERN AIRPORTS FOR A STRONGER OREGON



Infrastructure Needs of Oregon Airports 2025 - 2029

\$2.6 Billion

Maxed Out Airports

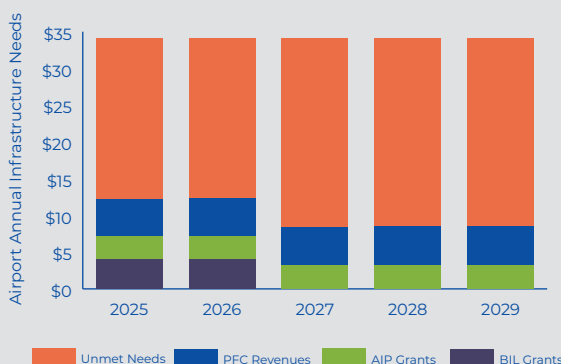
Regulatory burdens, inflation, and increased costs have hamstrung airports for decades and continue to constrain the industry's ability to invest in infrastructure. When the Passenger Facility Charge user fee is maxed out, airports aren't able to fund needed infrastructure projects that help the airport keep pace with growth in passenger and cargo volume.

Oregon Airports

PFC Constrained Until

Crater Lake/Klamath Regional	2023
Eastern Oregon Regional at Pendleton	2027
Mahlon Sweet Field	2028
Portland International	2041
Roberts Field	2040
Rogue Valley International/Medford	2028
Southwest Oregon Regional	2038

Capital Needs and Selected Funding Sources In Billions



Airports Drive Economic Growth

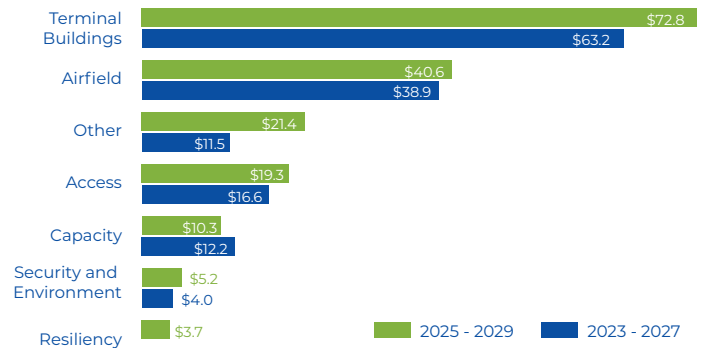
Airports play a critical role not only as transportation gateways but also as indispensable engines of economic growth, community connectivity, and job creation nationwide.

Airports are at the very heart of our nation's economic success, supporting 12.8 million jobs, generating \$619 billion in annual payroll, and producing an annual economic output of \$1.8 trillion. With nearly one billion enplanements expected in 2025 and forecasts rising to 1.4 billion by 2040 and 1.7 billion by 2050, the demand for modern, resilient airport facilities has never been more pressing.

Airport Funding Crisis: Unable to Meet Infrastructure Demands

To meet these growing demands, our report estimates that U.S. airports will require \$173.9 billion in infrastructure investments over the next five years. This marks a 15.1 percent increase from 2023 and reflects rising construction costs, emerging facility requirements, and the complexity of projects, particularly in our major metropolitan areas.

U.S. Airport Infrastructure Needs by Project Type In Billions



Unlocking Opportunities to Meet Soaring Demand

Federal grant initiatives have been invaluable in helping America's airports construct and maintain essential safety and capacity projects. But federal funding alone cannot address all the many airport needs across the country. Instead, we need to allow airports more flexibility to self-fund their projects. Modernizing the Passenger Facility Charge (PFC) cap – and indexing it for inflation – is the best way to align user-fee revenue with the true cost of delivering the state-of-the-art airports our passengers need and deserve.